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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.06	8.50	9.15	10.30	11.00	1.15	2.35	3.55	4.30	5.10
Yuenai ...Dep.	6.50	8.16	9.00	9.25	10.40	11.10	1.25	2.45	4.05	4.40	5.20
Shatin ...Dep.	7.00	8.26	9.10	9.35	10.50	11.20	1.35	2.55	4.15	4.50	5.30
Maipo ...Dep.	7.10	8.36	9.20	9.45	11.00	11.30	1.45	3.05	4.25	5.00	5.40
Tai Po Market ...Dep.	7.20	8.46	9.30	9.55	11.10	11.40	1.55	3.15	4.35	5.10	5.50
Fanning ...Dep.	7.30	8.56	9.40	10.05	11.20	11.50	2.05	3.25	4.45	5.20	6.00
Shenzhen ...Dep.	7.40	9.06	9.50	10.15	11.30	12.00	2.15	3.35	4.55	5.30	6.10
Shenzhen ...Arr.	7.45	9.11	9.55	10.20	11.35	12.05	2.20	3.40	5.00	5.35	6.15
Canton ...Arr.	7.50	9.16	10.00	10.25	11.40	12.10	2.25	3.45	5.05	5.40	6.20

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	8.56	9.40	10.05	11.20	11.50
Shenzhen ...Dep.	7.55	9.06	9.50	10.15	11.30	12.00
Shenzhen ...Arr.	8.00	9.11	9.55	10.20	11.35	12.05

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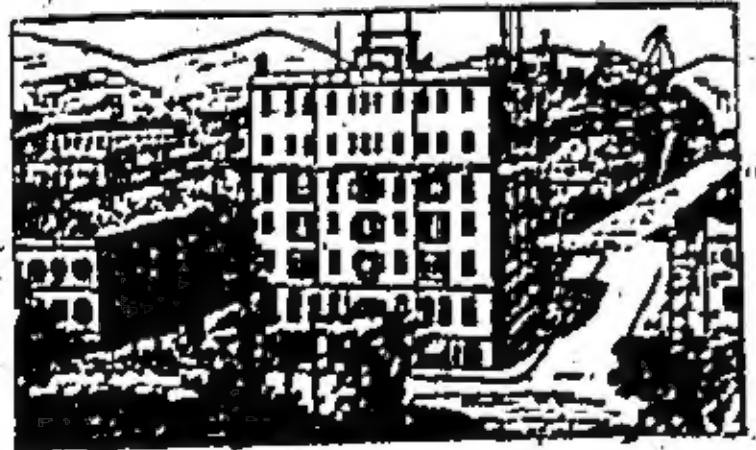
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Our London Letter.

ROYALTY AND THE NAVY

THE LATEST MIRACLE OF WIRELESS TELEGRAPHY.

TRANSMISSION OF PHOTO- GRAPHS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, January 24th.
Some of the newspapers have been very free in mentioning the names of the Prince of Wales and his sailor brother Prince George—who returned from the China station last year—in connection with naval appointments. It would of course be quite in accordance with precedent for the King to give the Prince of Wales high rank, and for the promotion of Prince George to be accelerated, but it would not accord with the views King George holds on such matters. His Majesty has a distaste for such privileged treatment, and there is no intention of interfering with the usual course of promotion.

It may be said that Prince George will win his promotion in the ordinary way by seniority and service. The Prince of Wales will, in any event, be entitled to promotion within the present year by right of seniority. The promotion of the King to Admiral of the Fleet was only facilitated because of his accession to the throne, and a great naval ceremonial occasion made it necessary. But His Majesty assented with reluctance. He has been equally consistent in allowing no favoritism in the Navy for his sons.

A Mid-Victorian House.

During the absence of the Duke and Duchess of York on their Australian tour necessary alterations to their new home at 145, Piccadilly, are to be pushed forward. The house is very old and a great deal has to be done to bring it up to date. For many years it was the London residence of Sir William Bess, who took it in its mid-Victorian condition, and never permitted alterations to be effected. For this reason the curious fireplaces remain—immense grates with iron bars front of them which were required as a protection when crinolines were in fashion in the days of our grandmothers. Curiously enough, the Duchess of York fell in love with the quaint old fireplaces, looking like braziers, and they are to remain; but otherwise the mansion will be vastly improved.

Another Wireless Wonder.

I was a guest at a small gathering at the engineering works of the Marconi Wireless Telegraph Company at Chelmsford a few days ago, and heard the Managing Director of the firm, Mr. F. G. Kellaway, make an announcement which may well prove to be memorable. He stated that facsimile transmission is within measurable distance of realization as a system of wireless telegraphy. The feat has been performed at the Chelmsford headquarters of the Company by Mr. G. M. Wright, one of Marconi's engineers. It only remains to develop the system and make it a commercial proposition.

At present, as most people know, when a message is telegraphed it is necessary for an operator to tap it out with a key letter by letter or to punch code on a tape which is run through a machine and reproduced at the receiving station. Mr. Kellaway confidently asserts that before long this method will become obsolete. In its place there will be one automatic process. The written or typewritten message will simply have to be placed on the apparatus and it will be sent to the station to which it is dispatched by wireless. There it will automatically be reproduced in facsimile.

(Continued on next column.)

HAPPY AND CONTENTED U.S.A.

BRITISH ADMIRAL'S IMPRESSIONS.

MODEL TRADE UNIONS.

"The high purchase system is the rule and is carried out on a large scale. In fact the banks are getting a little anxious about it." This was one of the points from an address by Rear-Admiral E. A. Taylor on his impressions of America, which was delivered before the 1912 Club in London.

First and foremost he was impressed with the unfailing kindness and lavish hospitality which were an ever-present feature of his journey. Other views gained from his visit were:—

The trade unions are non-political, and carry out their legitimate functions of looking after the interests of their members without attempting to restrict output or payment by results.

Social status does not exist as a handicap to anyone; the most efficient and hardest workers are those who rise. There is real opportunity for all.

There is a more equal distribution of the good things of life than is the case in our country.

All are inspired with absolute faith in themselves, contentment with the present, and an unshakable belief in the future expansion and prosperity of their land. Under these conditions class war is impossible, and Bolshevism unthinkable.

MOVING CARPET ACROSS THE COUNTRY.

PLAGUE IN AMERICA.

A Pied Piper is wanted at Bakerville (California) to deal with the plague of migrating mice. Government experts have been summoned to advise the local authorities, who describe the conditions as unbelievable. Mice are travelling across the country like a great moving carpet, in such numbers that traffic is hampered and motor cars are sometimes compelled to halt. Residents in the track of the mice find their clothes devoured.

The use of poisoned grain has not appreciably lessened the hordes and consequently poison gas is being employed by the experts, who attribute the plague to the extermination, during the war of creatures such as coyotes, wild cats and hawks.

The Magic of Invention.

Later I had a talk with Mr. Wright, the engineer already mentioned. He told me that he and his assistants are sending these facsimile messages from one building in the Chelmsford works to another building. They are working out certain adjustments which are necessary before the invention can be placed before the public. The position therefore is that facsimile transmission has been achieved, and the question of the distance the messages are sent will present no difficulties.

Another important feature, was explained to me by Mr. Wright, referring particularly to the transmission of photographs. "Whereas most picture telegraph systems involve loss of time in the many preparations to which a message has to be submitted before it can be transmitted," he said, "there is no preparation necessary before transmission in the wireless system now being developed. The message 'goes' immediately. Suppose the piece of paper on which you are making notes now," Mr. Wright added, "were placed on the machine, your notes would at once be transmitted in facsimile."

To the mere layman it seems very much like the working of miracles, and I am sure that even technical experts will open their eyes. The time draws near when a letter written in one's own handwriting can be transmitted in facsimile to any part of the world. We often hear of the wonders of science and the magic of invention, but surely we have in this confident assertion of what may soon be expected a development of wireless which captures the imagination and holds it in thrall.—H.B.

THE WEEK'S DIARY.

To-day.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30 p.m.

Cricket: Inter Faculty Match, Engineering v. Arts, Pokfulam, 3 p.m.

Football: Kowloon v. 2nd School, 4.30 p.m.

Hockey: H.K. Hockey Club v. H.K.S.A., U.S.R.C., 5 p.m.

Concert Italian Convent School, Caine Road, 5.30 p.m.

Dedication St. John's Cathedral Organ, 5.45 p.m.

Queen's Theatre: "Dance Mad-ness."

World Theatre: "Siegfried."

Star Theatre: "The Social Code."

Principal Mails:—Outward: Canada, America, etc., Europe via Vancouver, B.C. and via Siberia (Empress of Russia), 10 a.m.; Canada, America, etc., Europe via Victoria and via Siberia (President McKinley), 3.30 p.m.

Thursday.
H.K. Hotel tea dance, 4.30 p.m.

Hotel Savoy tea dance, 4.30 p.m.

Musicals, Helena May Institute, 8.30 p.m.

H.K. Philharmonic Society rehearsal (H.M.S. Pinafore), Cathedral Hall, 8.45 p.m.

Debate, Y.M.C., 9 p.m.

Queen's Theatre: "Brown of Harvard."

World Theatre: "Texas Streak."

Star Theatre: "His Jazz Bride."

Principal Mails:—Inward: U.S.A., etc. (President Wilson); Europe via Suez (Mongolia); Outward: Europe via Siberia (Porthos), noon; Europe via Siberia (Mongolia), 5 p.m.

Friday.
H.K. Hotel tea dance, 4.30 p.m.

Hotel Savoy tea dance, 4.30 p.m.

Organ Recital, St. John's Cathedral, by Mr. F. Mason, 5.45 p.m.

Victoria Recreation Club annual meeting, 6 p.m.

Kowloon Cricket Club dance, Hotel Savoy, 8 p.m.

Queen's Theatre: "Brown of Harvard."

World Theatre: "Texas Streak."

Star Theatre: "His Jazz Bride."

Principal Mails:—Inward: Australia (Tango Maru). Saturday.

First Committee Meeting for New Territories Development Show.

H.K. Hotel tea dance, 4.30 p.m.

Hotel Savoy tea dance, 4.30 p.m.

Race Meeting, Macao.

Golf: Club v. Ladies; Bogey pool, Fanning.

Football and Cricket: Details in Saturday's issue.

Yachting: Presented Cups Race, for all classes.

H.M.S. Hermes dance, Hotel Savoy, 8.30 p.m.

Queen's Theatre: "Brown of Harvard."

World Theatre: "Texas Streak."

Star Theatre: "His Jazz Bride."

Principal Mails:—Outward: Europe via Marseilles (Kajana), 10.30 a.m.; Europe via Siberia (Nyanya), 10 a.m.

Sunday.
Golf: Junior Championship Semi-final; Bogey Pool, Fanning.

Race Meeting, Macao.

Yachting: Re-sail of 1st Championship race, cruisers.

Social Gathering, St. John's Cathedral Hall, 7 p.m.

Queen's Theatre: "Marriage Clause."

World Theatre: "Prairie Wife."

Star Theatre: "The Ten Commandments."

Principal Mails:—Inward: U.S.A., etc. (Shipu Maru); U.S.A., etc. (President Jefferson). Monday.

Queen's Theatre: "Marriage Clause."

World Theatre: "Prairie Wife."

Star Theatre: "The Ten Commandments."

H.K. Hotel tea dance, 4.30 p.m.

Hotel Savoy tea dance, 4.30 p.m.

H.K. Canton and Macao Steamboat Co. annual meeting, noon.

Annual Inspection of H.K. V.D.C. by G.O.C. Murray Parade Ground, 6 p.m.

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"Hazeline" Snow is not greasy and may be applied conveniently at any time.

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CHINESE IN THE CARIBBEAN.

PROSPEROUS STORE-KEEPERS.

PROBLEM OF ENGLISH-EDUCATED CHILDREN.

Chinese immigrants thrive everywhere; they can withstand the hardships of field labour and also the germs that plague the dwellers in a city slum. Their natural field of race expansion, however, seems to lie within the tropics. Here they find fertile countries; such as the archipelagos of the Pacific, held by dark races who are natural agriculturists, unfitted for life in the town.

The islands of the Caribbean are so well fitted for Chinese immigrants that it is strange to find that their settlements have been small. In some islands they number a few hundreds; in Trinidad a few thousands. Nowhere do they form more than two per cent. of the people, and throughout the greater part of these countries the yellow element is a fraction of one per cent.

In other islands—for example in Mauritius—the increase of the Chinese has been phenomenal. On the west coast of America, in California, Chile, Peru, they flourished and multiplied until checked by drastic exclusion Acts. Every great seaport from San Francisco to Singapore, from Cape Town to London, has its Chinese inhabitants; and the white dominions believe their lands to be menaced by millions of would-be settlers from Eastern Asia. These crowding myriads have not yet, however, taken the easier path into the West Indies.

In every West Indian village stands a small shop, generally one only, and it seems incredibly small to deal with the trade of such a fertile district. The shop is shaped like a large box, its front open to the road, with a counter running across, a few shelves, and a small storeroom at the back. Above these are the tiny rooms that serve as dwelling for the owner; and at the back is a 'yard' of trodden earth, such as surrounds the peasant's house, edged with palm-thatched hovels.

White Chinese Do Well.

The most prosperous of store-keepers are the Chinese. They have a general reputation for honesty and for stocking sound goods. White people will deal with a Chinaman when they would not think of buying provisions from a shop of that size if it were kept by a Negro or a mulatto. The yellow man is a good buyer when he knows his market, and the petty, daily commerce of the countryside suits him exactly.

Money Remitted to China.

The mulatto, when he makes money, improves his style of living but the Chinaman, when he grows rich, alters his mode of living not a whit. It is one of the chief traits which make the blacks wary regarding him that they can never be sure whether a Chinese is wealthy or not. It does not follow, however, that the Chinese puts his profits back into the business; on the contrary, the greater part of it is generally remitted to China. The capital amassed from some of these small shops must be very considerable.

The first sign of rising fortune is not a large house, but a motor car. A carload of Chinese may be seen, the men wearing American suits, while the women, whose presence is a concession to English custom, look much out of place in their coats of heavy silk. An old yellow grandmother in blue trousers will hold a moon-faced child clad in white frills and pink sash—a costume designed to set off the bloom of a Nordic infant.

The women are often secluded—a guard doubly necessary in view of the contaminating influence of the blacks. The Negro has no moral code, and no sense of etiquette, but he has the virtue of jolly good-fellowship. The Chinese, austere and dignified, is disgusted, as much as the European, at the looseness of the Negro domestic

ties; but he cannot disregard the world he lives in. His wife, at any rate, must therefore be shut away in their tiny apartment, never to be seen except as a face at the window.

Problem of Better Class Chinese.

There are two or three families in the West Indies who claim to be people of rank in China. They are wealthy merchants, trading on a larger scale than most of their compatriots, from whom they hold aloof, as from inferiors. They are the most progressive part of the yellow community, they study English ways, and frequently send their children to Europe to school. Yet they form no slight part of the social problem of their race. The sons and daughters come home educated, fastidious, with traditions half of China, half of England, and they find no place prepared for them. They may not intermarry with the low-class Chinese; the Europeans patronize the girls and mistrust the men; while the quadroons or 'never-whites' will not compromise their doubtful position in society by friendship with yellow people.

The Chinese Mulatto.

A peculiar result of this invasion is the Chinese mulatto. The Mongolian-Negroid is a hideous object, with the slant eyes and flat cheeks of his fathers, plus the skin, hair, and look of coarseness that come from the Negro stock. This type was never foreseen by Nature; it has neither the poise of the yellow man nor the physical completeness that makes the pure-blooded Negro such a sleek and handsome animal. These half-breeds are found even in colonies where the Chinese came in singly, bringing their families with them, but they are most numerous in Guiana.

If no great influx of Asiatics takes place, these half-castes will soon be absorbed in the dirt population of the Colonies. Probably the Chinese, if they settled in the West Indies, would absorb so much 'colour' that their racial type would be profoundly modified.

Chinese and Negro Antipathy.

The West Indian world has room for men of all colours; the Chinese alone are regarded as interlopers, and their worst enemies are the blacks. Sir Harry Johnston notes: 'The Negroes are afraid of the Chinese, and do not behave to them in the bullying manner they sometimes adopt toward the East Indian.' But, collectively, the Negroes can terrorize individual Chinamen by riot and violence.

Baiting the Chinaman is an easy game. After the war, when Jamaica passed through a time of minor disorders, there were two anti-Chinese riots to one anti-white demonstration, and Chinamen's shops were looted when white men's went untouched.

Celestial Patriotism.

Loyalty to their homeland persists among the Celestials, even among those born on the islands. Most of them intend to return home, and all have sympathies there. During the recent famine large sums were raised by them for the relief of their starving compatriots at home. When China was declared a republic, her leading citizens in Jamaica assembled and were photographed, in European costume, against the background of their new republican flag.

On the surface, they conform to the laws and even the customs enjoyed by white rulers. Actually, they spread round them the influence of their own morals and ideas; and these seem to be especially unsuited to the Negro.

The true obstacle to the Chinese penetration of the Caribbean is the fact that the immigrants spring from too high a class. They are a little above the blacks in their ideas, and do not care to compete with them in field labour. Thus they learn, as the white man also learned, how hard it is to live down the Negro. *Contemporary Review.*

WHAT BRITONS DID FOR THE YANGTZE.

[By G. C. DIXON.]

The Chinese Bolsheviks have been learning the truth of Oscar Wilde's cynical maxim that nothing succeeds like excess. Having devised clever and unscrupulous anti-British propaganda for the heartening of their own lukewarm adherents, they are now finding that their stories of British tyranny on the Yangtze are being accepted by the ignorant throughout the world.

When Britons themselves swallow nonsense of this kind, it is time that we all learned something of the real history of the enterprise through which the Upper Yangtze has developed from the grave of countless rotting junks into the world's greatest commercial waterway.

The romance of the Upper Yangtze begins in 1883, when the late Archibald Little chartered a junk and made the voyage from Shanghai to Chungking, 1,487 miles.

The journey took 59 days, no less than three weeks being required to negotiate the dreaded gorges between Ichang and Chungking, which for thousands of years had strangled trade and communication.

True, junks did pass them and still do pass them—at a cost. Up this section, where the river thunders and foams between rocky walls, each junk is hauled by teams of sweating, chanting, groaning junkmen. Lungs and hearts may burst, feet may slip and men may fall clawing into the foam beneath, but the onward surge never halts. For once a junk enters the danger zone there can be no pause. A moment's slackening of the ropes and the craft would swing round with the torrent and be dashed to pieces.

Even with the most heroic efforts one junk in ten goes aground each voyage and one in twenty is wholly lost usually with all aboard. As for the junkmen, the number lost is beyond all knowing. This rocky path has been drenched, every foot of it, with sweat and blood; and the junkmen earn, if they are lucky, sixpence a day.

If goods and the great majority of passengers, Chinese as well as foreign, are carried to-day in happier and safer conditions the change is mainly due to a few dogged British pioneers.

In 1885, five years after his voyage of exploration, Mr. Little steamed up the Yangtze in the *Kuling*, specially built for the purpose. The *Kuling* proved unsuitable. In 1893 Mr. Little made another attempt in a 'little 7-ton launch; and in the following year he sent up the *Pioneer*, a paddle-wheel steamer of 331 tons, built on the Clyde, under Captain Plante. She, too, proved unsatisfactory, and when a German vessel was wrecked in 1900 the pessimists declared that a service was impossible.

But, fired still by Mr. Little's dream, Captain Plante induced some Chinese capitalists to form the Szechuan Steam Navigation Company, and designed a vessel with twin screws that worked in tunnels so that they might not be shattered on the rocks. She passed the gorges safely in October, 1909, made 14 trips in 1910, and the battle of 30 years had been won.

How the trade of Chungking alone has grown since then may be seen from the figures:—

Year.	entered and cleared.	Tonnage.
1910	29	5,884
1915	180	31,827
1920	273	73,758
1925	1,171	441,478

The decay of the junk traffic, which, together with the sinking of junks by the wash of steamers, has naturally embittered thousands of junkmen, has not been due to the foreigner alone. The Chinese have learned that passengers and goods, if conveyed by steamers, run less risk of being seized by militiamen. And it is also worth remembering that ships flying the British flag like the prosperous-looking buildings in the British Concessions, are as often as not owned by Chinese anxious to obtain the security and justice under the Union Jack that their own laws deny them. *Daily Mail.*

APPREHENSION AT KASHING.

INHABITANTS TIRED OF ALL FACTIONS.

Reports of Marshal Sun's defeat have been disproved so often that circumstantial details are discredited daily, almost hourly, writes the Kashing correspondent of the *N. C. Daily News*. An armoured train runs up and down the S.H. and N. Railway as a precaution. Normal time tables operate with occasional delays. Soldiers are seen going towards Hangchow and some coming away. Marshal Sun's advance may possibly have been checked, but so far no actual evidence of anything like defeat.

Fear Of War And Disorder.

Acting on advice not mandatory from the U.S. Consulate General, the women and children have gradually gone on to Shanghai. Several of the men are preparing to seal their residences and make find arrangements with the Chinese staff to carry on with hospital, schools, etc. There are no signs manifest of local hostility. There are no British missionaries in Kashing. Other nationals in the Customs and Roman Catholic Mission seem to be staying on at present. A number of British and American missionaries have withdrawn from Hangchow.

Responsible people here feel depressed. While sympathetic with the ideals of the Southern party they fear mismanagement by the leaders that may force war issues with England and involve China with other Powers. I have just had talks with bankers, merchants, gentry, labour leaders; and all alike hope for better things, but none is sanguine.

If one could speak for all, it would be something like this: "We hate England to-day, we dislike all foreigners with few exceptions, we fear our own North, we lean temporarily to our Southern leaders and hope for provincial autonomy but are not fully assured of our self-selected advocates." As the old order passes they want some sort of basis for new illusions.

WAGES IN UNITED STATES.

Union rate of wages per hour in the United States increased 185 per cent. between 1907 and 1925 and 138 per cent. between 1913 and 1925. It is officially stated that in the same periods the retail prices of food increased 92 per cent. and 87 per cent. respectively. An hour's wages in 1925 purchased 151 per cent. as much food as in 1913.

EXCHANGE.

OPENING QUOTATIONS.

February 15th, 1927.

On LONDON.—	Telegraphic Transfer	25/
	Bank Bills, on demand	25/0
	Bank Bills, at 30 days' sight	25/0
	Bank Bills, at 4 months' sight	25/0
	Credit, at 6 months' sight	25/0
	Documentary Bills, at 1/16	25/0
	months' sight	25/0
On PARIS.—	Bank Bills, on demand	1235
	Credit, at 4 months' sight	1210
On NEW YORK.—	Bank Bills, on demand	48 1/2
	Credit, at 60 days' sight	50 1/2
On BOMBAY.—	Telegraphic Transfer	133 1/2
	Bank Bills, on demand	133 1/2
On CALCUTTA.—	Telegraphic Transfer	133 1/2
	Bank Bills, on demand	133 1/2
On SHANGHAI.—	Bank Bills, at sight	nom.
	Private, 30 days' sight	nom.
On YOKOHAMA.—	On demand	99 1/2
On MANILA.—	On demand	97 1/2
On SINGAPORE.—	On demand	96 1/2
On BATAVIA.—	On demand	121
On HAIKONG.—	On demand	nom.
On BANGKOK.—	On demand	93 1/2
	SEVERAL BANKS' BUYING RATE	92 1/2
	GOLD LAY, 100 fine, per tael	20 1/2
	SILVER, per tael	20 1/2

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

ROBERT, February 14th.

Paris	123.50
Brussels	34.50
Amsterdam	19.12 1/2
Berlin	20.47
Copenhagen	18.20
Vienne	34.25
Helsingfors	192 1/2
Lisbon	2.16/32
Rio	5.27/32
Bombay	1/6 1/2
New York	25.21
Geneva	112 1/2
Milan	15.13
Stockholm	15.83
Oslo	16.3
Prague	16.3
Madrid	28.64
Athens	37 1/2
Buenos Aires	46.31/32
Yokohama	2/0 1/4
Shanghai	2/6 1/2
Hong Kong	2/0
Silver (spot)	36.3/16
Silver (forward)	26.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

February 15th, 1927.

R. K. Bank	£1,700 buy, & a
Do, London	£1,333 nom.
Chartered Bank	£21 nom.
Mercantile Bank, A. & B.	£23 nom.
Do, U.S.	£21 1/2 nom.
F. & O. Bank	£24 buy.
East Asia Bank	£25 nom.
Central Assurance	£25 buy.
China Underwriters	£25 buy.
North China Ins.	£14 nom.
Union Insurance	£25 buy.
Yangtze Insurance	£25 buy.
China Fire Insurance	£25 buy.
Hong Kong Fire Ins.	£25 buy.
Donghai	£25 buy.
Shanghai Trade	£25 sel.
Hong Kong Trade	£10 nom.
Indo-China (Prof.)	£30 sel.
Do (Def.)	£30 buy.
Shanghai Trade	£25 nom.
Waterbury	£14 nom.
China Sugars	£25 sel.
Malacca Sugars	£25 nom.
Beaconsfield	£25 nom.
Kaslo Mining	£25 nom.
Langkat (combined)	£25 nom.
Do (single)	£25 nom.
Shanghai Loans	£25 nom.
Reuss	£25 sel.
Tonghai Mines	£25 buy.
Ural Caspian	£25 nom.
H. K. & W. Docks	£25 buy, & a
Hongkong	£25 nom.
New Engineering	£25 nom.
Shanghai Docks	£25 buy.
H. K. & S. Hotels	£25 buy, 750 sa.
R. K. Lands	£25 sa.
Hong Kong Realty	£25 buy.
R. K. Terminals	£25 sel.
Hampshire Estates	£25 x div. buy.
Prince's Buildings	£25 nom.
Rural Lands	£25 sel.
Evo Cottons	£25 sel.
Oriental	£25 sel.
Shanghai Cottons (old)	£25 nom.
Do (new)	£25 nom.
China Buses	£25 nom.
H. K. Tramway	£25 buy.
Peak Tram (old)	£25 buy.
Do (new)	£25 buy.
Singapore Tractors	£25 sel.
Taxis	£25 sel.
Amusement	£25 buy, & a
Canton Loan	£25 nom.
Canton (combined)	£25 nom.
Do (old)	£25 sel.
Do (new)	£25 sel.
China Lights (comb.)	£25 nom.
Do (old)	£25 nom.
Do (new)	£25 buy.
China Provident	£25 nom.
Constructions	£25 buy.
Dairy Farms	£25 buy, 18 sa.
Der & Wings	£25 nom.
Hong Kong Electric	£25 buy, 59
Macao Electric	£25 nom.
H. K. Ropes (old)	£25 sel.
Do (new)	£25 sel.
Lane Crawford	£25 nom.
Macintoshes	£25 nom.
Sinners	£25 sel.
United Assurance	£25 nom.
Waters (old)	£25 buy.
Wm. Foralls	£25 nom.
Telephone	£25 buy.
Buy—buyers; sel.—sellers; sa.—sales	nom.—nominal.

DISINFECT FREELY

AND DRIVE AWAY DISEASE.



AN ABSOLUTELY RELIABLE DISINFECTANT.

Should be used freely
everywhere as a Safe-
guard against infection.

Sole Agents:—
ANDERSON & ASHE,
Queen's Building, [A.P.]

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female
complaints. Every lady should
keep a box in the house.

Chemists and Stores sell
them throughout the world.

Proprietor:—
MARTIN, Chemist, Southampton, England.

OVER HALF A CENTURY'S REPUTATION
Dr. LECLERCQ'S PILLS FOR
GOUT, GRAVEL, RHEUMATISM,
Sciatica, Neuralgia, etc., etc.
Price 1/- each, 4/- for 4.
Dr. LECLERCQ'S PILLS FOR
GOUT, GRAVEL, RHEUMATISM,
Sciatica, Neuralgia, etc., etc.
Price 1/- each, 4/- for 4.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854

ROPES OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES:—MANILA, P.I. KING'S BUILDING. HONG KONG OFFICE:—TELEPHONE: CENTRAL 3185. (A.P.R.)

THE NAVY'S CHOICE

Coastal
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

HORLICK'S
THE ORIGINAL
MALTED MILK

Malted barley, wheat and milk—all that's good in all of them—that's Horlick's Malted Milk. Made in a moment with hot or cold water. You can get Horlick's in four sizes of all Chemists and Stores.

食 飲

That's meal and Drink to me

Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.
HONG KONG

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison, cures matter, curing blood and skin diseases, scrofulous and glandular swellings, bed legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gough Oak, N.W. London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHINESE CHEMISTS.

ARTICLES AMENDED.

UNION AND FIRE INSURANCE COMPANIES.

CONTROL OF BUSINESS FROM HONG KONG.

Extraordinary general meetings of shareholders of the Union Insurance Society of Canton, Ltd., and the China Fire Insurance Co., Ltd., were held at Union Building yesterday, for the purpose of passing extraordinary resolutions to amend certain Articles of Association of the two companies regarding the holding of board and general meetings in Hong Kong, or at such other place outside the United Kingdom, and the conducting and control of the business of the companies from the Head Office in Hong Kong.

The meeting of the Union Insurance Society of Canton, Ltd., was held first, Mr. J. A. Plummer presiding.

Other directors present were: Messrs. T. G. Weall, L. Patten, W. H. Bell, the Hon. Mr. A. O. Lang, with the General Manager, Mr. Paul Lauder.

Shareholders present were: Sir Henry Pollock, Messrs. W. E. L. Shenton, R. A. Dastur, J. Bentley, J. W. Alabaster, A. Sommerfeld, G. S. Archbutt, A. C. Hay, H. C. B. Way, A. E. S. Alves, B. M. C. da Cunha, J. Gardner, W. F. Gardner, V. L. dos Remedios, V. R. V. Ribeiro and M. A. R. Sousa.

Chairman's Speech.

The Chairman said:—This meeting has been called to consider the resolution which has been read to you by the general manager in the notice convening this meeting. The Society's Articles of Association have recently been scrutinized by eminent counsel in London and by our solicitors in Hong Kong and they agreed that it is expedient to amend the Articles by providing that board meetings and general meetings shall be held in Hong Kong or at such other place outside the United Kingdom as the board may determine. Your directors in consultation with our lawyers have also thought it advisable that our Articles should clearly indicate that the business of the Society is managed, conducted, and controlled from its Head Office in Hong Kong. I therefore strongly recommend your support to the proposals placed before you and beg formally to propose that the Articles be amended in the manner outlined in the resolution:—that has been read to you. After this has been seconded I shall be pleased to answer any questions you may care to ask.

Sir Henry Pollock seconded the resolution, which was carried.

There were no questions.

The Chairman announced that there would be another general meeting on Friday, March 4th, for the purpose of confirming as a special resolution, the one passed.

CHINA FIRE INSURANCE CO.

At the extraordinary general meeting of the China Fire Insurance Co., Ltd., Mr. J. A. Plummer presided.

Other directors present were Messrs. T. G. Weall, W. L. Patten, W. H. Bell, the Hon. Mr. A. O. Lang, with the General Manager, Mr. Paul Lauder.

Shareholders present were: Messrs. W. E. L. Shenton, J. Bentley, C. D. Wales, S. M. Gardner, J. H. M. Andrew, S. Archbutt, A. Sommerfeld, S. Archbutt, A. C. Hay, R. A. Dastur, H. C. B. Way, L. D. G. Hoare, A. E. S. Alves, B. M. C. da Cunha, F. A. Farne, J. Gardner, W. F. Gardner, V. L. dos Remedios and V. R. V. Ribeiro.

Chairman's Speech.

The Chairman said:—This meeting has been called to consider the resolution which has been read to you by the general manager in the notice convening this meeting. The Company's Articles of Association have recently been scrutinized by eminent counsel in London and by our solicitors in Hong Kong and they agreed that it is expedient to amend the Articles by providing that board meetings and general meetings shall be held in Hong Kong or at such other place outside the United Kingdom as the board may determine. Your directors in consultation with our lawyers have also thought it advisable that our Articles should clearly indicate that the business of the Company is managed, conducted and controlled from its head office in Hong Kong.

You will notice that we have also amended the voting power of members. In future, on a poll each share will carry one vote. This Company is one of the allied companies of the Union Insurance Society of Canton, Ltd., which holds the great majority of its shares. As it is an allied company it is in the best interests of all concerned that the policy of the Company should be conducted and controlled by the Union Insurance Society of Canton, Ltd. I now beg to recommend your support to the proposals placed before you and formally to propose that the Articles be amended in the manner outlined in the resolution:—that has been read to you. After this has been seconded I shall be pleased to answer any questions you may care to ask.

Mr. Archbutt seconded the resolution, which was carried.

There were no questions.

The Chairman announced that there would be another general meeting on Friday, March 4th, for the purpose of confirming the resolution passed.

(Continued at foot of next column.)

EASTERN FOOTBALL TEAM ENTERTAINED.

REPRESENTATIVE GATHERING AT LAST NIGHT'S DINNER.

CHALLENGE CUP PRESENTED.

The Eastern China Football Team were entertained last night to a dinner held at the South China Restaurant by the Hong Kong Chinese Amateur Athletic Association, when the Challenge Cup was presented to the winning team.

There was a large gathering of members and friends, amongst whom were representatives of the United Service Football Association, Club de Recreo and other teams.

In toasting the visiting team, Mr. Ng Siz Kwong, Chairman of the Hong Kong Chinese Amateur Athletic Association, said that although the Eastern team lost the official match to the home team, the game was cleanly played and a keen sense of sportsmanship was shown by the losers. He said if he was not mistaken that was the first Chinese Interport football game held here.

Dr. C. C. Young replying for the Shanghai team said he was delighted to meet so many distinguished athletes. The Eastern team did not expect to do as well as they had done against Hong Kong. "We knew we were no match against a team who were the Champions of the Far Eastern Olympic Games," he also spoke of the founding of the two organizations, the Hong Kong and Shanghai Federations, and expressed the desire to see the two teams amalgamate into one.

Mr. Wong Kam Ying (President of the Hong Kong Federation) also spoke.

Replying on behalf of the guests, Mr. A. T. Hamilton congratulated the committee concerned on the able manner in which the games were arranged. Mr. Hamilton said when he first came to Hong Kong 23 years ago, there were no Chinese football teams and football was not played in any of the schools. "I thought to myself, here is a very sad state of affairs, and I began to work hard to get a team together."

Mr. Hamilton, who was a keen player in those days, said that before long, he was able to send a team to Nanjing in 1910 to take part in the International Athletic Exposition. "Just imagine how proud I was, when a few days after I received a cable from Nanjing stating that the South China team had won the Championship at Nanjing."

Mr. E. V. M. R. de Souza (President of the Club de Recreo), Sir Shouson Chow, Mr. Lee Hon Kam and the Rev. Alexander (United Service) also spoke.

At the conclusion the Challenge Cup (given by Mr. Lee Hysan) was presented to the Captain of the Hong Kong team, and a smaller cup was presented to the visiting team as a souvenir.

Mr. Lee Hysan, before the party broke up, extended a cordial invitation to all present to attend the performance at the new Lee Theatre.

The Eastern Football Team sail to-day by the Empress of Russia.

THE STEAMBOAT COMPANY.

LOSS OF A QUARTER OF A MILLION LAST YEAR.

ANNUAL REPORT.

The 107th ordinary meeting of shareholders in the Hong Kong, Canton and Macao Steamboat Co., Ltd., will be held at the office of the Company on Tuesday next at noon.

The report to be presented states: The net loss for the year, including credit balance of \$18,459.57 from last profit and loss account and \$40,000 transferred from depreciation fund, amounts to \$246,955.33 which your Directors recommend to be carried forward to a new account.

This sum includes: Depreciation of book value of steamers: \$109,798.95 Depreciation of book value of wharves: 14,176.00 \$123,974.95

No appropriations have been made to floating staff pension fund and shore staff provident fund.

In accordance with the Articles of Association Sir Robert Ho Tung and Mr. H. Staples Smith retire from the Board by rotation but being eligible, offer themselves for re-election.

The accounts have been audited by Messrs. Lindeau & Davis and Messrs. Lowe, Bingham & Matthews who offer themselves for election as Auditors for 1927.

resolution that has been read to you. After this has been seconded I shall be pleased to answer any questions you may care to ask.

Mr. Archbutt seconded the resolution, which was carried.

There were no questions.

The Chairman announced that there would be another general meeting on Friday, March 4th, for the purpose of confirming the resolution passed.

(Continued at foot of next column.)

SHANGHAI FIFTY YEARS AGO.

MISS LAURENCE'S REMINISCENCES.

LEAVES NOW AFTER SEEING MANY OUTBREAKS.

There must be few old China hands so keenly interested in all that is going on around her and with such a strong memory which carries her back to the Shanghai of 1870 and above all with such a sparkling sense of humour, as Miss M. Laurence of the C.M.S. who recently arrived in Shanghai from Hangchow.

It was on February 12th, 1870, that Miss Laurence, then a young girl of 28, first arrived in Shanghai on the advice of the widow of John Hobson who lies buried behind the Deanery in Hankow Road, and it was the last of the Holt steamers to round the Cape on the journey to the Far East that brought her to China. For, shortly after the ship had sailed, the Suez Canal was opened and the old tedious route discarded.

Shanghai 50 Years Ago.

After a month in Hong Kong Miss Laurence came on to Shanghai and if one were to be set before the Shanghai that greeted her eyes that March day one would never recognize it for the great roaring city that we nowadays know by that name. The Bund was small, the houses were few and far between and Nanjing Road almost nothing. Miss Laurence herself lived some way up what is now Foochow Road but, then, between her and the Bund, all the way, there were green fields. The Bubbling Well was miles and miles away into the country and where Hongkong now stands were a few missionaries' houses, a small American church and for the rest stretches of mud-flats all the way down to Woosung.

During the Boxer Rising Miss Laurence was at Home but whether it was worse to be in China, or in England was to be decided. Dreadful reports of the rising used to come in and it was only by the merest shave that a memorial service was not held in St. Paul's for the British officials in Legation Quarter in Peking, the mails containing the news that all was well with them arriving only in the nick of time.

Kill the Red Bristle.

The very first rising Miss Laurence remembers, however, took place only on the year after she arrived in China, when 19 young women, Catholic missionaries, were murdered in Shantung. An echo of the rising, which was chiefly directed against Catholics was felt in Ningpo, where Miss Laurence passed the first 17 years of her sojourn in China, and during the whole of one day crowds surged up and down in front of the missionaries' houses, shouting "Kill, kill, kill the Red Bristle," and constantly Miss Laurence was greeted on the streets next day, with a surprised, "You are still here. I was afraid it was to have been last night."

During all these former troubles Miss Laurence, who some years since retired and now spends most of her time translating well-known English and American stories into Chinese (for she is a brilliant Chinese scholar), remained at her station, but this time it was felt she must leave. News was brought in that Sun Chuan Fang had had a heavy reverse and the hospitals were full of wounded. At ten o'clock this information was brought to Miss Laurence among others and taking the advice that was pressed upon her, she left for Shanghai by the two o'clock train. Later, however, it transpired that two parties of Sun's men marching about in the dark had mistaken each other for a contingent of Reds and had had a pitched battle.

Heart the Beloved.

During her time Miss Laurence has met many interesting people and chief among these was Sir Robert Hart, for whom she has strong admiration. The Chinese really loved him she thought, as they have done few others and when he finally died they were genuinely sorry.

Miss Laurence has left Shanghai for Japan where she will stay with friends until "China has come to her senses" when she hopes to return for, having spent over 50 years in this country, she feels it a great strain to be forced to leave now. Definitely she does not want to go, but like many others, having somewhere she can go outside China, she feels she ought to leave the room she occupies in Shanghai for others, less fortunate, who will be shortly arriving from the interior.

Marriage a la Charleston!

Metro-Goldwyn presents

Another JAZZ COMEDY DRAMA

in

DANCE MADNESS

with

CONRAD & CLAIRE

NAGEL & WINDSOR

QUEEN'S

Another Wonderful Film!

SIEGFRIED

First of the Two

NIBELUNG PICTURES.

TO-DAY - & TO-MORROW

2.30, 5.15, 7.15, 9.15

STAR

TO-DAY ONLY

VIOLA DANA

in

THE SOCIAL CODE

STAR

THEATRE ROYAL.

FIFTH ANNUAL DANCING DISPLAY

By Miss Violet Capell and her Pupils. Under the distinguished patronage of His Excellency the Governor SIR GEORGE CLEMENCE, K.C.M.G. Part of the Proceeds to be given to THE LONDON HOSPITAL.

To be held on:—WEDNESDAY, 22nd FEBRUARY, at 5.15 P.M. SATURDAY, 25th FEBRUARY, at 5.15 P.M. MONDAY, 27th FEBRUARY, at 5.15 P.M.

Advanced Tickets may be exchanged at ANDERSONS. DRESS CROWN \$3.00. STALLS \$3.00. PIT SEAT and PIT \$2.00 & \$1.00. CHILDREN: HALF PRICE to MATINEES ONLY.

PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—"STOWFORD No. 2," 40, BOSTON ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters, Recently Repaired and Beautified.—Apply DEACONS, FRANK'S BUILDING. [297]

TO LET.—"No. 2 NORTH VIEW," NORTH POINT, Five-roomed BUNGALOW, Two Bath Rooms, Servants' Quarters, and Recently Extensively Repaired.—Apply DEACONS, FRANK'S BUILDING. [298]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship "DELTA"

Captain F. SUDILL, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about FRIDAY, 18th FEBRUARY, 1927, at 4 P.M., taking Passengers and Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M. the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to:—MAKINNON, MAKINNON & CO., Agents. Hong Kong, 14th February, 1927. [4535]

FINDLATER'S STAG'S HEAD BRAND BRITISH LAGER BEER

VERY LIGHT \$19.50 PER CASE OF 6 DOZEN PINTS Or \$3.50 per dozen including duty delivered to your residence.

SOLE AGENTS—GILMAN & CO., LTD., Hong Kong Bank Building Tel. C. 290. [101]

HONG KONG TIDE TABLE

From February 16th to 22nd, 1927.

HIGH WATER. LOW WATER.

Day of Week Day of Month Hong Kong Standard Time.

Wed. 16 m10 32 h. m. 2.47 0.9

Thurs. 17 m11 2 4.4 2.0 0.8

Fri. 18 m11 23 4.5 2.1 0.8

Sat. 19 m11 41 4.6 2.2 0.8

Sun. 20 m11 57 4.7 2.3 0.8

Mon. 21 m12 15 4.8 2.4 0.8

Tues. 22 m12 33 4.9 2.5 0.8

Rather than carry our Surplus Stock of WOOLLIES and PULL-OVERS

through the Summer Season we are offering
all we have left at

HALF PRICE

From Monday, Feb. 14th, to Saturday, Feb. 19th.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING, DES VOEUX ROAD

When in Hong Kong do not fail
To visit the
SWATOW LACE CO., LTD.

21 Queen's Road Central
(Hong Kong Hotel Building).

GREAT SELECTION OF
Silk Emb'd Shawls, Mandarin Coats and Skirts,
Swatow Drawn Work, Laces, Ivory,
Amber, Lacquer, Cloisonne,
Brass Ware and Silk
Lamp Shades, Etc.

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To All Parts of the World.

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RIGAUD, PARIS
"MARY GARDEN"
Famous Dainty Perfumes.

OBTAINABLE FROM

WING ON & CO.

THE SUN CO.

SINCERE CO.

and all Drugs and Chemist Stores.

AGENTS:

VICENTE ATIENZA & CO.

No. 54, NATHAN ROAD, KOWLOON

TEL. K. 155.

WHITEAWAY'S SALE

SPECIAL CLEARANCE

OF
HOUSEHOLD ELECTRICAL EQUIPMENT

We have decided to clear all our present Stock
of Household Electrical Equipment consisting of
Kettles, Coffee Percolators, Toasters and Irons

at ABSOLUTELY CLEARANCE PRICES

KETTLES	Usual Price \$29.50	Clearance Price \$11.50
"	"	"
"	"	"
"	"	"
COFFEE PERCOLATORS	"	"
"	"	"
TOASTERS	"	"
"	"	"
"	"	"
IRONS	"	"

Early application will be necessary as Supply
is limited.

FIRST FLOOR SHOW ROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.

THE EUROPEAN Y.M.C.A.

ACTIVITIES REVIEWED AT ANNUAL MEETING.

A SUCCESSFUL YEAR'S WORK REPORTED.

SIR HENRY POLLOCK ON NEED FOR MORE MEMBERS.

A very satisfactory report of the activities of the European Y.M.C.A., Kowloon, since its opening in November, 1925, was presented at the annual meeting of the Association held last evening in the Lounge of the Y.M.C.A.

Sir Henry Pollock, K.C. (President) was in the chair, supported by Mr. A. S. D. Couland (Vice-President), and among others present were the Rev. J. Kirk Macdonald, G. R. Lindsay, J. Horace Johnstone, Mr. W. L. Patterson, and Mr. J. H. Hunt (Secretary).

Sir Henry Pollock commented on the expansion of the work and expressed pleasure at the credit balance, but appealed for new members, in view of the need to increase the revenue to pay off the remaining liability of \$15,000, and provide for depreciation and renewals.

The meeting was opened with prayer by the Rev. J. Kirk Macdonald.

Annual Report.

Following this Mr. J. H. Hunt (Secretary of the European Y.M.C.A.) read the annual report of the European Y.M.C.A., Kowloon, as presented by the Board of Directors.

The report, which covered the period from November 15th, 1925, to December 31st, 1926, stated:—

THE REPORT.

THE OPENING OF THE BUILDING AT KOWLOON.—The official opening ceremony took place on November 28th, 1925, in the presence of a large company of the Residents of the Colony. Hon. Sir Henry E. Pollock, K.C., President of the Y.M.C.A., described the premises and outlined the aims of the Association and thanked the Chinese Y.M.C.A. for the gift of a Mirror, commemorative of the occasion.

H.E. the Governor, Sir Cecil Clementi, K.C.M.G., who was accompanied by Lady Clementi, then spoke in very appreciative terms of the Y.M.C.A. and its world-wide work, after which he declared the Building open. His Excellency kindly consented to be the Patron of the Association. The late Hon. Mr. P. H. Holyoak, Vice-President, gave the history of the Association in Hong Kong and explained the plans for its extension. Rev. J. K. Macdonald, Minister of the Union Church, Hong Kong, also spoke. The Prayer of Dedication was offered by the Right Reverend the Bishop of Victoria.

Social and Educational.
LITERARY AND DEBATING CLUB.—The Committee is encouraged by the interest of the Members in this important branch of the activities of the Association. Seven events comprising four debates, a mock trial, which was open to the public, and two toast nights, formed the programme for the period under review. At the mock trial 25 Members took part, and the average attendance at the debates was 40.

QUIET HOUR.—This meeting is held in the Lounge on Sunday evenings at 9 o'clock. The Members are indebted to the many speakers who have made these meetings a source of help and inspiration.

CANTONESE CLASS.—Last Winter a class for those wishing to learn Cantonese was held three times a week, attended by 15 Members. For various reasons it is not possible to restart the class this Winter.

CAMERA CLUB.—A successful Exhibition of Photographs and a Lecture on the subject were held under the auspices of this Club. It is hoped to repeat these events shortly.

SOCIAL.—Regular social events were arranged by the Social Committee.

LADIES' NIGHTS.—are held once a month during the Winter and have proved extremely popular. This event takes the form of an Entertainment, preceded by a special Dinner. On many occasions over 100 Members and Guests attended Dinner, and a much larger number the Entertainment.

Two DANCES have taken place in the Lounge. Though space is restricted the dancers managed to have good times.

BRILLIANT.—The tables are much used by Members and several Tournaments have created increased interest. A Shield has been presented for Inter-floor Competitions and a Silver Cup has been kindly offered for the Association Championship which has yet to be decided.

PING-PONG.—Two tables are now available for this game. Several tournaments and games with outside Teams have been carried through.

INFORMAL SING-SONGS are occasionally held in the Lounge.

Sport and Outdoor Activities.

SPORTS.—Owing to the lack of a Sports Ground regular fixtures are not possible but many matches have been played with very encouraging results.

HOCKEY has proved popular and it is hoped that a ground may be secured for next season so that the Y.M.C.A. may run regular teams.

FOOTBALL matches have been played against Naval teams. Thanks are due to the Kowloon Football Club and the Hong Kong Hockey Club for the use of their grounds.

BOWLS.—On November 6th the Y.M.C.A. played its first Bowling match with the Kowloon Bowling Green Club, resulting in a victory for the Association.

GOLF.—On the occasion of the opening of the new Club House at the Kowloon Golf Club the Association played a whole day Competition and although it lost on points this event was greatly enjoyed by all taking part in it.

RAMBLERS.—The beauties of the Colony have been revealed to the Members who have participated in the Rambles to places of interest. Some of the high hills have been climbed and plans are afoot for further conquests.

BATHING PARTIES.—During the Summer months regular Parties were arranged and by means of launches the finest bathing beaches were reached. At these Parties and Members invited their Lady and Gentlemen Friends, on some occasions the numbers exceeding 60.

Library and Residential Quarters.

THE LIBRARY.—The Library as it is at present, is divided into four sections: Fiction; Miscellaneous; Reference; Sea-Going. Each of these sections is of the open access type; they can be used at all hours of the day, there being a restriction for recording the books withdrawn.

The Library comprises 1,200 volumes; Fiction, 708; Miscellaneous, 381; Reference, 143. During the period under review, 4,322 volumes were taken out by Members. The proportion of Miscellaneous, taken out is about 1 to 5.

RESIDENTIAL QUARTERS.—It is fortunate that a large proportion of the Building was planned as Residential Quarters because the great demand for such accommodation has proved the pressing need of it. The first Residents occupied 12 rooms on November 15th, 1925, and on December 1st, all the rooms on the 3rd and 4th floors were taken. Such has been the demand that only through the unexpected departure of a Resident has a room been vacant for more than a few days. There are now 62 permanent Residents. 20 beds on the 2nd floor are reserved for Service Men and casual Visitors.

Non-Residents' Section.—This section, together with the Non-Members' Section, takes the whole time services of a Secretary. It is mostly composed of Officers of the Mercantile Marine. Up to 31st December, 116 Members have been enrolled mainly through the visitation of the ships by the Secretary in charge of this section. Approximately 270 ships were visited and many more would have received attention but for the unfortunate illness of the Secretary. The number of Mercantile Marine Officers who have stayed in the Building is 200. Many of these Officers have been preparing and sitting for their examinations and have appreciated the quiet surroundings found in the Association.

Activities Among Service Men.

Non-Members' Section.—Certain parts of the Building are reserved for the free use of Service Men. Since the arrival of reinforcements for both the Navy and the Army the Building has been taxed to its utmost to accommodate the large number of men who come along to enjoy the facilities offered. Billiards, Ping-pong and other games are very popular whilst there is a steadily increasing demand for meals, hot baths and sleeping quarters. Numerous games of Hockey, Football, Tennis and Billiards have been arranged. Rambling Parties have also been appreciated.

On Christmas Day the Members of the Association entertained over 70 Service Men to a special Tiffin, followed by Football and Hockey matches in the afternoon, and in the evening an Entertainment was attended by a large number.

A letter of appreciation on behalf of the members of the American Fleet which recently visited Hong Kong was received from the U.S. Naval Chaplain. Most of the Naval ships have been visited and a marked response has been the outcome. During the whole year the most encouraging feature has been the cordial reception accorded the Secretary visiting the ships, Naval and Mercantile, and there is every indication of appreciation of the efforts of the Y.M.C.A. to meet the needs of those who visit this port.

Distinguished Visitors.

GENERAL.—Among the many Visitors the Association has received during the year have been the following:—

Major Frank Young, President, English Y.M.C.A. National Council, who presented a portrait of Sir George Williams, the Founder of the Movement, of the Association.

Dr. John R. Mott, General Secretary, Y.M.C.A. International Committee, New York, who was entertained by the Board at Tiffin.

Mr. Fletcher Brockman, Y.M.C.A. International Committee, an old friend of the Y.M.C.A. in Hong Kong.

Mr. T. C. Reynolds, Chairman, Australian Y.M.C.A. National Committee.

Sir Arthur K. Yapp, National Secretary, and Mr. T. R. Penford, Foreign Work Secretary, both of the English Y.M.C.A. National Council.

It is with deep regret the Board records the loss by death of two of its Members: Hon. P. H. Holyoak and Dr. J. C. Dalmahoy Allen.

Mr. Holyoak who was the Vice-President of the Association had been associated with the Y.M.C.A. in Hong Kong for over twenty years and rendered great service by his untiring interest over such a long period.

Mr. A. S. D. Couland has since been appointed Vice-President.

FINANCE.—It is satisfactory to note that the receipts from November, 1925, to December 31st, 1926, more than balances the expenses, but on the other hand there is a liability of about \$15,000 and until this is met is unable to provide for renewals and depreciation.

MEMBERSHIP.—On December 31st, 1926

Members, resident in the Colony, 150

Absent Members, 30

Non-Resident (Sea-Going), 116

Total, 296

In concluding this Report the Directors wish to thank all those who have by their service and gifts helped to further the work of the Y.M.C.A. in this the first year in its new Building, and in the words of H.E. the Governor, on the occasion of the stone laying, they will continue their efforts "in the confident hope that the work of the institution will redound to the advantage of the community and the glory of Almighty God."

RECEIPTS AND PAYMENTS.

Receipts and payments account showed receipts amounting to \$107,243, which left a credit balance on current account of \$2,863. The principal receipts were from subscriptions and entrance fees, \$5,448; monthly boarders, \$32,325; visitors' rentals, \$12,343; and casual meals and refreshments, \$21,683. Payments included 13,138 in salaries; wages, \$5,007; meals and refreshments, \$42,907; furnishing and maintenance, \$5,097; taxes, \$3,230.

PRESIDENT'S ADDRESS.

Sir Henry Pollock, K.C., in the course of a brief address referred to the success of the European Y.M.C.A., since it was established. This was due largely, he said, to the untiring activities of Mr. Hunt.

The President went on to review the various activities, as outlined in the annual report.

It was very satisfactory, he commented to see that there were all these activities connected with the Association, because one felt that for an Association of young men it was very necessary that they should have much diversity of subjects in which all members of the Association were able to take an interest.

Work Expanded.

The work of the Association has expanded in the way described, continued the speaker, it was found necessary, in addition to the service of Mr. Hunt, to obtain the services of Mr. Ingram, who had done very excellent work in connection with the non-residents' non-members' section. Speaking on behalf of the Board of Directors, they very much valued Mr. Ingram's services in this connection. (Applause.) Still more recently, Mr. Sands had been employed as assistant to Mr. Hunt in the residential part of the Association, and he had given very efficient assistance in this connection. (Applause.)

Not Obtainable Elsewhere.

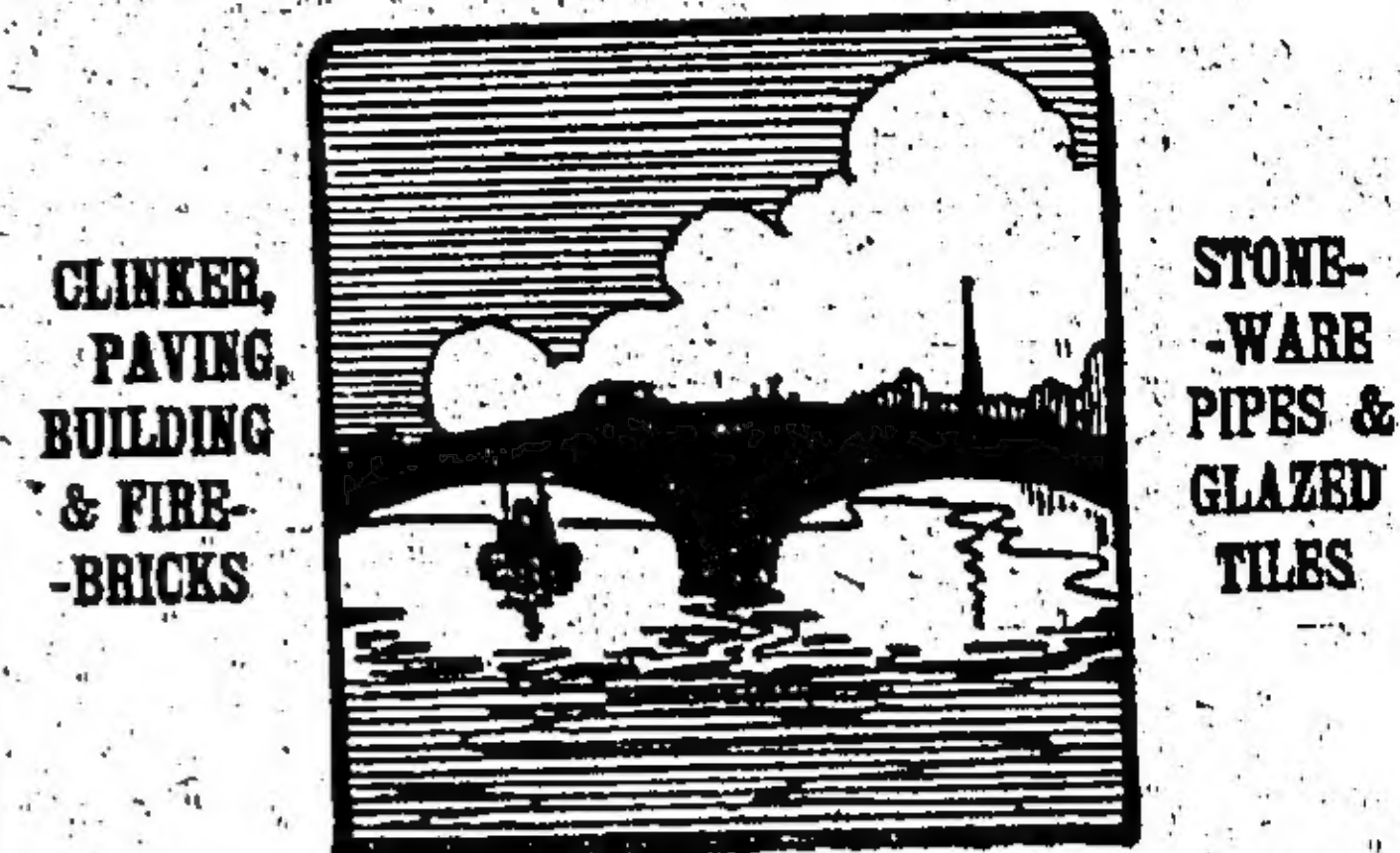
Referring to the Library, in which there were 1,200 volumes, including 736 volumes of fiction; 381 miscellaneous, and 143 books of reference, Sir Henry said that he had been very much impressed by the very fine collection of books. He himself had taken out one or two volumes, books, which he might say, he had been unable to obtain elsewhere in the Colony.

More Members Needed.

Although they had a balance for the end of the year of nearly \$3,000 on current account, they would see that there was a liability of about \$15,000 still to be met, and so far they had not made any allowance for depreciation and renewals. He hoped that members of the Association would adopt the progressive spirit, of which they had heard so much in connection with the recent "election," and rope in their friends to become members of the Association. The

(Continued on next Column.)

K. M. A. CERAMIC & REFRACTORY PRODUCTS



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CONVEYING NEWS OF HIS
SENTENCE.

DEAF AND ILLITERATE
DEFENDANT.

PROBLEM FOR THE COURT.

A deaf and illiterate defendant in an opium case was brought before Mr. R. E. Lindell, yesterday morning at the Central Magistracy. He was charged with the unlawful possession of five tins of illicit opium.

His Worship: Can't he read or write?—No. We have put some large characters in front of him and he simply nods his head.

Shown the tins of opium, the defendant nodded his head in the affirmative manner.

His Worship: I suppose he means that he admits the offence. \$500 or four months?

A Gilbertian Situation.

The next question to arise was that of acquainting the defendant with his Worship's sentence. This elicited a further question from Mr. Lindell as to the man's ability to read and write.

Insp. Clarke: He can't read or write, but he knows how to run away when accosted by the constable.

His Worship said that he would consider the matter more fully. It was essential that the man be acquainted with his sentence. He would therefore be remanded until to-morrow morning.

TYPHOON WARNING.

TYPHOON N.W. OF YAP.

The telegraph quoted below was received from the Manila Observatory:—

Hong Kong, February 16th, 12 noon.

Typhoon or cyclone N.W. of Yap, moving N.W.

Y.M.C.A. was conveniently situated, and with the number of people in Hong Kong they ought to secure more members.

Mr. T. V. HARMON suggested that before the next annual meeting, the annual report and statement of accounts should be placed in the hands of members at least two or three days before hand, and not at the actual meeting. It was impossible to digest the figures with comprehensiveness at such short notice.

Sir Henry Pollock replied that on this occasion it had been impossible to do so, as the report had only just left the printers' hands. He thought the suggestion a good one, and arrangements would be made for it to be carried out next year.

Directors Re-Elected.

The retiring directors, the Rev. J. Kirk Macdonald, the Rev. H. Copley Moyle and Mr. W. L. Patterson were re-elected.

A FARMYARD INCIDENT.

PLUCKY EFFORTS OF FARMER.

MARAUDER CAUGHT AFTER A STERN CHASE.

A Chinese was charged before T. W. Ainsworth at the Kowloon Magistracy yesterday morning with causing grievous bodily harm, with being in unlawful possession of a knife, being found without any visible means of subsistence and with being a rogue and vagabond.

Defendant's arrest was due to the plucky efforts of farmer in one of the villages near Kowloon Tong. Noticing a man moving surreptitiously about his garden shortly after midnight, the farmer went into his kitchen to make investigations. The kitchen door was opened, and on going inside the farmer was seized by another man.

The alarm was raised and the man's wife went to his assistance. In trying to rescue her husband from the intruder, the woman was stabbed on her left hand. The uninvited visitor then ran away and was chased by the householder's son. After pursuing the man for about a quarter of a mile, two villagers who had joined in the chase caught the fugitive and handed him over to the police.

The man first seen in the garden made good his escape.

The defendant was remanded until this morning.

WIFE SUES HUSBAND.

DOMESTIC TROUBLES AILED IN COURT.

Alleging that she had been thrown on the ground by her husband and struck on the head, a woman appeared as the complainant in a case heard before Mr. R. E. Lindell, at the Central Magistracy yesterday morning.

Defendant having admitted the assault, was asked by his Worship why, and with what, he had hurt his wife's head. He denied having caused a cut and bleeding, claiming that he "merely pushed her over and she hit her head against a tin."

He further stated that his wife was possessed of a sharp tongue, was extremely garrulous over trifling matters, pawned her clothing and jewellery without his consent, and in many similar ways asserted her domination over the household. She did not even hesitate to strike him.

Depudating these suggestions, the woman said that her husband lent too ready an ear to the evil counsels of his elder brother and drove her from home. He threw her violently to the ground and struck at her head.

His Worship bound over both parties to keep the peace for six months.

NORTH AND SOUTH.

MORE SUGGESTIONS FOR CO-OPERATION.

ORGANISATION AMONG THE MERCHANTS.

WORKERS NOT ALARMED.

[FROM OUR CHINESE CORRESPONDENT.]

Judging from comments appearing in the Chinese Press there would be a possibility of co-operation between Peking and Canton, as far as foreign policy is concerned, if the Kuomintang would discard their Soviet advisers. It is not clear what form the co-operation would take or how it would be brought about in view of the military rivalry between the two sections of the country. Perhaps the comments are inspired by Chinese who are growing weary of the present turmoil and see a chance of ending the strife and "saving face" in the suggested arrangement. The North might say they had driven "Bolshevism" from China whilst the South could claim that they had secured a revision of the so-called unequal treaties.

There has been a good deal of talk among the merchants concerning the handing together of all trading interests into one organisation in order that they may get better treatment from the Kuomintang. The labour unions, however, are not greatly concerned over the proposal. The workers appear to be convinced that the merchants are too selfish and timid to accomplish much.

A few men were injured in the factional fight which took place on Sunday and Monday. The trouble was not of a very serious nature, and except for this little outburst the workers have not fought among themselves for a fortnight which is a record since the advent of the Bolshevik movement in Canton. No worker has been killed since the Chinese New Year. The police detective who fell on the Bund when chasing an "anti-Red" was not killed but died from heart failure.

Transportation in Canton Harbour is partly delayed owing to a strike among seamen on the steamers. Workers dismissed from the paper and stationery shops on the second day of the Chinese New Year have now "blockaded" more than 80 of the 250 wharves engaged in the paper trade. The Kuomintang has ruled once again that a shop may appoint or dismiss *fohis* on the second day of the Chinese New Year but the workers say "No," and unless the Kuomintang is prepared to take further steps to enforce its order the mandate of the Paper Workers Union will stand.

The Board of Directors of the Sunning Railway has been advised that unless it ceases to function and surrenders the management to a new board to be appointed by the Kuomintang, the Kuomintang will take over the line by force. The Magistrate of Yen-fa District, unable to comply with all the demands of the Peasants' Corps, has made his escape to Shuiwan. A police chief, appointed by this magistrate, is being imprisoned by the Communists, now dominating the affairs of the district.

Mr. Sun Fo has telegraphed from Hankow appointing his brother-in-law, Mr. Chan Ti Shan, Mrs. Sun's brother, as managing-director of the Canton Telephone Exchange.

Among those mentioned to succeed Mr. Lam Yat Man as Commissioner of Public Works in Canton is Mr. Henry Aki Panhoe, now engineer in charge of the Whampoa Port Development. Mr. Panhoe was for a time Commissioner of Public Health. He is a graduate of an American University and specialized in civil and sanitary engineering.

GERMAN ARRESTED IN CANTON.

TO BE TRIED BY LOCAL AUTHORITY.

[FROM OUR CHINESE CORRESPONDENT.]

A German, suspected of being in the employment of the "anti-Reds" opposing the Kuomintang in Canton, has been arrested by the Canton Military Authorities, according to Chinese reports received last night. It is said that the prisoner has been a resident in Shamone for some time, and he was enticed out of the foreign concession by an offer to appoint him as an expert in the Kwangtung Arsenal.

He will be tried, it is said, by the Military Tribunal of the Kuomintang in due course.

SEAMEN INDIGNANT.

UNION OFFICIALS ARRESTED IN HONG KONG.

TALK OF A STRIKE.

CHARGE OF POSSESSING UNCENSORED LITERATURE.

The Canton Gazette of Tuesday says:

"Arrest by the Hong Kong Police of three Chinese, officials of the Chinese Seamen's Union, who were on board the s.s. *President Taft* in Hong Kong harbour, engaged in their customary duties of collecting members' dues, has aroused great indignation among Chinese seamen employed on river and coast steamers. Unless the three arrested men are promptly released, serious trouble will follow, according to Seamen's Union officials here."

The paper then reports that a British policeman took away a portrait of Dr. Sun Yat Sen from the crew's quarters on the *Taihan* on January 19th and says that trouble was only averted by the portrait being replaced and the Union taking the view that the "insult" to the National Father was not a deliberate and hostile act ordered by the Hong Kong Government.

In conclusion the paper says:

"In the case of the unexpected arrest of the three officers of the Seamen's Union on board the s.s. *President Taft*, it is to be hoped that the Hong Kong Government will see the wisdom of holding a prompt enquiry into the conduct of its official subordinates, who seem bent on making trouble at every opportunity. Union officials have no desire to see further difficulties in the shipping trade which may lead to communications being again paralysed. And they maintain that the sooner the Hong Kong Government puts a stop to the pin-pricking methods and petty annoyances indulged in by the Hong Kong Police, the better it will be for trade and shipping."

Enquiries from the Police elicited the information that three Chinese had been arrested on the *President Taft* on Saturday by the police carrying out their ordinary duties.

TO APPEAR IN COURT TO-DAY.

They are to appear at the Central Magistracy at 10 a.m. to-day on charges of being in possession of Chinese literature not passed by the office of the Secretary for Chinese Affairs and there may also be charges of being in possession of seditious literature, but at the time that our inquiries were made it was stated that the documents found on them had not been fully translated.

The men are now in custody as the bail of \$1,000 each offered last Saturday was not forthcoming.

SEAMEN'S UNION "AT HOME."

SOCIAL GATHERING ON THE "TAISHAN."

MR. TSE TSAN TAI'S COLLECTION OF CHINESE PAINTINGS.

The Chinese Seamen's Union, s.s. *Taihan* branch, will entertain friends on board the vessel on Saturday evening. Arrangements are being made for a pleasant social gathering.

Mr. Tse Tsan Tai, the well-known local Chinese resident, is offering to give his collection of ancient Chinese paintings, including masterpieces of noted artists of the Tang, Sung, Yuan and Ming dynasties, to the public providing that satisfactory arrangements can be made to house them. Mr. Tse Tsan Tai has been an ardent collector for the past 30 years.

Friends of the Chinese daily, *Tai Kwong* or *Great Light*, are proposing to appeal to the local authorities to withdraw their order that the business shall be wound up before February 17th. This is the paper which published a false report from Foochow regarding the murder of Chinese infants by Roman Catholic mission workers there. The Editor and Publisher were fined \$500 each and have been dismissed. The Board of Directors urge that this should be sufficient punishment and desire to maintain the business with a new editorial staff.

HEALTH WEEK IN HONG KONG.

ENTERPRISE OF CHINESE Y.M.C.A.

FREE VACCINATION AND MEDICAL EXAMINATION.

SPECIAL LECTURES FOR WOMEN.

[FROM OUR CHINESE CORRESPONDENT.]

The Public Health Week in Hong Kong will be formally opened on Saturday evening at the Chinese Y.M.C.A. under the joint auspices of the Young Men's Christian Association and the China Medical Association, Hong Kong Branch. Most of the activities will be centred at the Chinese Y.M.C.A., Bridges Street.

Sir Shouson Chow and Dr. R. H. Kotewall, C.M.G., the two Chinese members of the Hong Kong Legislative Council, will open the proceedings. Sir Shouson will preside at the inaugural meeting and Dr. Kotewall will deliver an address. Following the address, moving pictures will be screened, demonstrating the importance of health.

On Sunday, health topics will be dealt with in all Chinese Sunday Schools and the pastors in the Chinese churches will preach on the subject. The Y.M.C.A. evening lecture will be followed by a series of "health pictures."

On Monday afternoon a special health lecture illustrated with films, will be given for students at the Y.M.C.A. There will be free vaccination from 5.30 to 7.30, followed by a lecture for adults. From 7.30 to 10 o'clock in the evening, free physical examination and advice will be given by members of the China Medical Association, Hong Kong Branch.

Each day throughout the week there will be a similar programme, with illustrated lectures afternoon and evening on such subjects as small-pox, plague, tuberculosis and malaria. There will also be lectures especially for women on child welfare.

LADY MODY'S WILL.

HONG KONG ESTATE, \$578,000.

BEQUEST TO LOCAL PARSEE COMMUNITY.

Letters of administration, with the will annexed, have been granted to Mr. W. E. L. Shenton, solicitor, of Messrs. Deacons, the attorney of Bai Serenabai Nusserwanji Jamsetji Dady, one of the executors of the will of Lady Maneckbai Hormusji Mody, widow of the late Sir Hormusji Nowroji Mody, formerly of Hong Kong and Bombay, who died at Bombay on July 3rd, 1924. The late Lady Mody left property in Hong Kong to the value of \$578,000 and in Bombay to the value of Rupees 184,440.

Lady Mody made a number of bequests to her daughter Sirinbhai, the wife of Nusserwanji Jamsetji Dady, including land and houses at Bombay and shares and securities, deposited with the Hong Kong Branch of the Chartered Bank of India, Australia and China, in the Hong Kong and Shanghai Banking Corporation, Hong Kong Land Reclamation Company, Star Ferry Company, Union Insurance Society of Canton, Hong Kong Tramway Company, Steam Laundry Company, Chinese Engineering and Mining Company, China Light and Power Company, Shell Transport and Trading Company, Hong Kong Iron Mining Company, etc.

Legacies are given to a number of relatives and the trustees are directed to expend and apply the sum of Rupees 10,000 for such religious and charitable objects for the benefit of the Parsee community of Hong Kong, including the Bai Rojrat and Chambar Fund, as they shall in their discretion think proper.

ADYAR DAY.

LOCAL THEOSOPHICAL CELEBRATION.

Adyar Day, or the commemoration of the death of Giordano Bruno, and the birth of C. W. Leadbeater, two great pioneers of the "Light," will be celebrated by Theosophists at the local Theosophical Lodge, at No. 7, Duddell Street, to-morrow at 8 p.m. Addresses will be given by Messrs. Russell and Laneport on the subject of "Giordano Bruno Theosophy's Apostle, A.D. 1600." Members and their friends are invited.

THE LEE THEATRE.

COLONY'S FINEST HOUSE OF ENTERTAINMENT.

BEAUTIFUL PAINTINGS AND LIGHTING EFFECTS.

A SIX LAKHS BUILDING.

On looking back a few years ago to that part of the ground at the junction of Leighton Hill Road and Percival Street not far from the Race Course, where a number of old and tumbled down Chinese houses once stood, one is surprised to see that a magnificent building has now sprung up, the roads are widened and the adjoining houses are spick and span.

The picturesque building just in front of the No. 1 Police Station is the new Lee Theatre, another of Mr. Lee Hysan's enterprises. The adjoining houses and another block running alongside the Lee Garden all belong to the same owner. When Mr. Lee bought up that big property, it was his intention to open up the East side of Hong Kong, and judging from the present day appearance of that locality, one may safely say that Mr. Lee has succeeded.

When interviewed by a *Daily Press* representative yesterday, Mr. Lee said: "What is the use of opening an up-to-date theatre if the adjoining houses are so shabby that they mar the beauty of the big building? And with this end in view, Mr. Lee's first step was to pull down all old houses and in their places new and better houses were built."

Cost \$600,000.

The Lee Theatre stands on over 20,000 square feet of ground and no less than \$600,000 was spent on the building and the interior decorations.

The building, it will be recalled, was started during the last strike and notwithstanding the many difficulties with which had to be overcome during those abnormal days, work has been steadily going on, and the fine building was completed according to contract. It is of granite and with its pilasters and mouldings presents a very striking appearance from the outside. There is a beautiful dome, and the granite mouldings were the work of more than 200 artisans specially sent down from Shanghai, and during the strike these workmen were protected by a squad of Indian watchmen.

Six Aims.

The theatre was built with six aims in view. These were firstly to provide as much accommodation as possible; secondly, the building to be absolutely fire-proof; thirdly, the theatre to provide really first class Chinese and European shows; fourthly, the interior decorations and paintings to be done according to ancient Chinese artistic principles; fifthly, the sanitary installations to be the best in the Colony; and sixthly, the audiences to be given the most comfortable sitting accommodation.

Beautiful Decorations.

In all of these Mr. Lee has met with signal success. On entering the theatre, one sees an abundance of pictures in bloom and the spacious hall-way decorated with Chinese silk knotted in old-fashioned Chinese style. As to seating capacity the theatre is built for 2,000 and the flooring is all of mezzanine. The chairs on the ground floor, which is the most expensive accommodation, are divided into compartments of four seats, thus preventing jostling by late comers. The seats are all fitted with spiral springs and are all fitted with electric fans. It covered with tasteful cretonnes. It certainly makes every other place of amusement in Hong Kong bare and shabby by comparison.

The first balcony contains the next best seats and the second balcony the third class seats. Although the seats in the two balconies are not covered, they are just as comfortable as the stalls.

The lofty dome in the centre of the hall is beautifully painted in true historical Chinese style, according to the Han Dynasty. In the centre is a massive flower lantern, a copy of one of the types found in the old Chinese temples, richly decorated with gilded figures. The ceiling is also painted according to ancient Chinese art.

The stage is a revolving one, constructed by the Tai Kok Dockyard. It is suitable for both Chinese and European plays. The dressing rooms for the artists are spacious and well-fitted. On the sides and front of the stage, fine paintings are presented. Just above the curtain are two peacocks, whose beautiful plumage is presented by the use of actual peacock feathers. The side pictures are in the style of the Han Dynasty and every painting presents an event of Chinese history. The lighting scheme is an extraordinary one and one switch produces in the room and on all the paintings a glorious effect of sunset. Another turn makes it early dawn on a bright summer day and yet another turn of the lights will plunge it to a night scene.

(Continued on next column.)

9,000 DOLLARS TOO MUCH.

USUAL BANK PROCEDURE NOT ADOPTED.

CASE AGAIN ADJOURNED.

Before Mr. R. E. Lindsell at the Central Police Court yesterday afternoon, the case in which Mr. Li Yee Wan, manager of the Wong Fung firm is charged with stealing the sum of \$9,000 from the Bank of Canton, Ltd. was continued.

Mr. M. M. Watson is appearing for the Bank of Canton, and the defendant is represented by Mr. C. G. Alabaster, K.C., instructed by Messrs. Lo and Lo.

It will be recalled that the defendant is alleged to have presented a cheque on the Bank on December 13th for \$1,000, and that through an oversight, the cashier alleges that he had paid defendant \$10,000.

At yesterday's hearing, the paying out shroff of the Bank said that on the day in question he had only paid out one ten thousand dollar cheque. It was drawn by a Chinese bank and the cheque was endorsed by the defendant. The cheque, witness said, later turned out to be made out for \$1,000. Witness said that the cheque was sent to him in the ordinary way, and that he counted out the money—all in \$500 Hong Kong and Shanghai Bank notes—and handed it to a *fohi* next to him, who actually paid the money to the defendant.

Mr. Alabaster:—Are you responsible to the Bank for any shortage in money?

Witness: Yes.

Mr. Alabaster: Then you will have to make good this shortage of \$9,000 which you allege you have overpaid to a customer?

Witness: I do not know. It will be for the Bank to decide. Mr. Alabaster: Is not the usual practice, before paying out money, to call out the name of the payee and ask for the amount of the cheque?

Witness: Yes, that is the usual practice, but in this case the defendant is well-known to us and we have omitted to make him go through the usual procedure.

In reply to the Court, witness said that he could write and read a little English.

Mr. Lindsell: (Producing the cheque) could you read what is written on it?

Witness: One thousand dollars. Mr. Lindsell: Then when this cheque was handed to you in the Bank, you did not see that?

Witness: No, I only glanced at it.

Merely Paid Out the Money.

Another *fohi* engaged on the same counter said that he received the money from the last witness and handed it to the defendant. He also said that he did not pay any attention to the writing on the cheque. He merely paid out the money as he had received it from the last witness, whose duty it was to take the number and the amount of the cheque and make the necessary entries in the books.

At this stage, Mr. Watson told the Court that the defendant's accountant who had been subpoenaed by the prosecution had disappeared since a previous hearing. His Worship said that a fresh order will be made for the man's attendance in Court, if he is still in the Colony.

The case was again adjourned till Friday afternoon, when it is hoped to conclude it, as the Court will sit late.

HEALTH OF THE COLONY.

SMALL-POX AND ENTERIC CASES.

During the week ended last Saturday 4 cases of small-pox were notified (3 Chinese, 1 Indian, imported). Three of the cases proved fatal. There were 5 Chinese cases of enteric all of which proved fatal and one Chilean case of puerperal fever.

On Monday three Chinese cases of small-pox and one Chinese case of diphtheria were reported.

Up-to-date Management.

Mr. Lee told our representative that his aim was to ensure at his theatre the utmost politeness and courtesy to the audiences, to maintain the building in a first class condition and to charge as little as possible.

The usual nuisance so often found in Chinese theatres caused by the selling of fruits, melon seeds and tea is done away. In order not to obscure the view of the audience, everyone is requested to take off hats during the performance and the ushers are all specially ordered to see this carried out. Mothers with crying babies are politely told to leave the premises and their money is refunded. Undesirables are promptly ejected.

The sanitary installations are most up-to-date and the whole building is equipped with fire-fighting apparatus. There are over two dozen windows opening from both sides of the building which afford ample ventilation. The windows and doors are all made of steel which were imported from England.

One of the leading Chinese opera companies is playing there at the present time giving performances in the afternoon and at night.

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L1751 Parts 1 and 2.—First Movement: Allegro (First and Second Parts)

L1752 Part 3.—First Movement: Allegro (Concluded)

L1753 Part 4.—Second Movement: Andante con moto (First Part)

L1754 Part 5.—Second Movement: Andante con moto (Concluded)

Part 6.—Third Movement: Scherzo—Allegro molto

L1754-4 Parts 7 and 8.—Fourth Movement: Presto (In Two Parts)

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THE HONG KONG DAILY PRESS, WEDNESDAY, FEBRUARY 16th, 1927.

MOTORING NOTES

A Weekly Review dealing with matters of interest to all local motorists.

The Cost of a Small Car—Two Seaters—Clean Air and Pistons—The Great Prizes.

[BY AN OWNER-DRIVER.]

A VERY HANDSOME CAR

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BEAN
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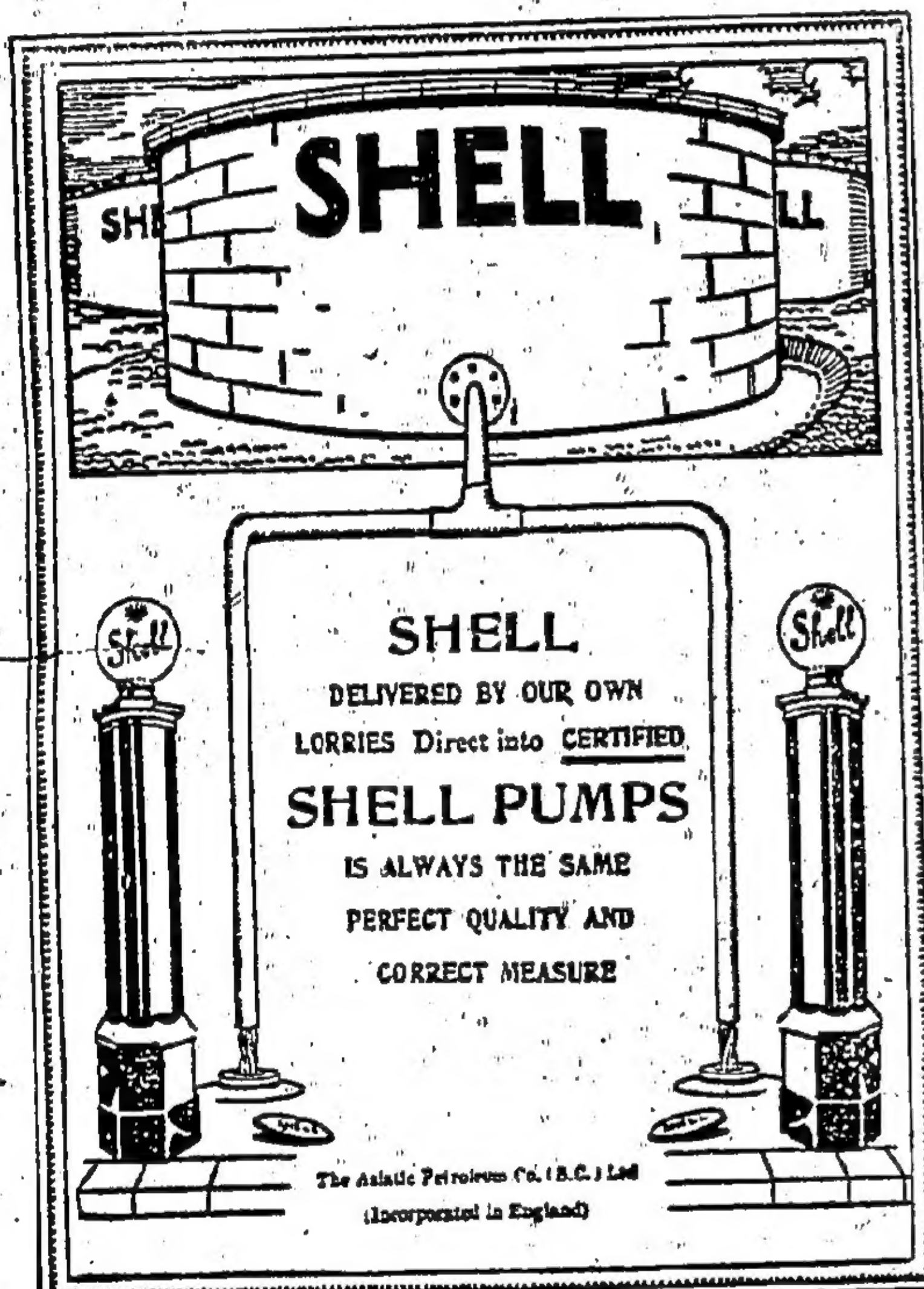
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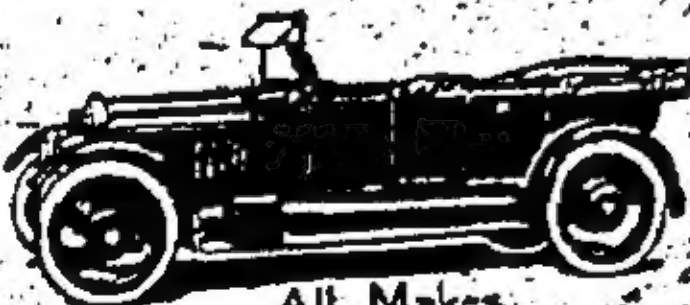
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THE COST OF A SMALL CAR.

Writing from Blatchington Rectory, Oxford, to the *Spectator*, W. Bevan Brown, gives some interesting figures regarding motoring for a family man. He says that his experience shows that a small four-seater car can be run a distance of about 6,000 miles per annum through a life of ten years on an average of from £40 to £50 per annum, including depreciation, provided that excessive speeds are avoided and a little trouble is taken in mastering the care and the driving of the car. That means that he has found it practical experience that he could run a small four-seater car for ten years at an average total cost of 2d. a mile.

The small four-seater car of 1926 is a very much more economical car, so far as petrol consumption is concerned, than a similar car produced ten years ago.

LOCAL FIGURES.

The following figures are given to show the cost of running a small four-seater car in Hong Kong during the years 1921-5. The engine was just under eleven horse-power, English tax rating. The car was an expensive one in those days—a car made by the same firm, developing a greater actual horse-power although the same tax horse-power, and in many ways a much better proposition can be now be purchased locally at about half the price of 1921. The depreciation figure is therefore one that should be estimated for a 1923 model rather than one made in 1920.

However, the running costs over four years for the old model were remarkably constant. Each year we did just about 8,000 miles, and usually more than 500 miles a month. It cost us about £90 a month for petrol, or say £700 a year, as an outside figure. That seems a very poor result; if we take petrol at an average of a dollar a gallon, it means only about eleven miles to the gallon on the average. Possibly petrol cost more than a dollar a gallon—no vote was taken of anything but the total cost in dollars. We used to find that, for a run round the New Territories, the car would do 22 miles to the gallon with four up. The poor fuel figure for the year was probably due to the fact that we did a lot of running about in town. The constant stopping and starting of the engine sent up the fuel consumption. There was no theft of petrol, as far as we knew, because there was no chauffeur.

OIL AND GREASE.

We were careful not to stint a change of oil and the annual bill for oil and grease came to about \$50. The cost of insurance was nearly \$70 a year. On a bigger car this item is more. As far as can be discovered the insurance companies charge a premium that is based on the value of the car and the tax horse-power. A local popular six-cylinder car that would pay a \$30 tax in England and that is now being sold new at rather more than \$3,000 would cost about \$110 to insure for a year. Insurance is an item that most must be overlooked.

TYRES.

Tyres were, it must be confessed, an expensive item. The wheels were small and the tyres in those days did not seem to wear anything like as well as tyres do now. The cost came to \$250 per annum.

REPAIRS.

Including the cost of de-carbonising the engine, grinding in the valves, new clutch-plates, a new second gear, a new battery and new wiring the cost of repairs averaged about \$80 per annum over four years. During the first year the only expense was de-carbonising. That brings us up to a total cost of \$1,060 per annum, excluding the cost of a garage. In actual fact there was no such expense as an old shed was available. A garage at \$20 a month brings the cost up to practically \$1,300 per annum.

A GREAT REDUCTION.

So that it cost rather more than \$100 a month (including \$20 a month for a garage) to do between 600 and 700 miles a month on a small four-seater. (That does not allow anything for depreciation.) The figure would be less nowadays. Depreciation is an item that must be taken into account. In our case it was \$500 a year, but the gentleman at the Rectory near Oxford who ran a small four-seater for ten years probably put it down at \$200

a year. Our figure for Hong Kong for 8,000 a miles per annum is now \$1,800 as against his figure of \$200 a year for 6,000 miles. Increasing his figure pro-rata for 8,000 miles we find that he should do that distance at a cost of \$200 a year. In other words it seems to have cost us twice as much to run a car in Hong Kong as it does in England.

HIGHER COSTS.

It is possible that one of the new 1927 models of a light four-seater could be run very much more economically. It would, however, be rather bold to suggest that it could be run an average of 6,000 miles a year at a cost of from £40 to £50 a year, or say \$400 to \$500. Doubtless the £40 was for the first year and the £50 for a year with more than usual bills for repairs.

An expression of opinion, given as a result of some experience with various small four-seaters in Hong Kong of about ten to eleven horse-power is that, even if it cost \$50 a month for a garage, the total cost should be less than \$1,000 a year, including depreciation for ordinary touring work.

That supposes very careful use of the car and a fair amount of knowledge on the part of the owner. In fact any owner-driver who fails to have a few lessons before purchasing a car for the first time will probably regret it.

TWO-SEATERS.

In Hong Kong the popular car is the five-seater. There are probably more seven-seaters than there are two-seaters. The "Shanghai body" on a chassis gives a very delightful looking car. That particular type of coachwork, however, is expensive. It costs more than a four-seater body.

There are probably not more than half-a-dozen cars in the Colony with two-seater bodies of the "Shanghai" type. Are they really "two-seaters"? It is difficult to place them in any other category. They have a "dicky" and are not orthodox four-seaters.

THE SELLING PRICE.

In general it seems that a four or five-seater car fetches a relatively better price when it is sold second hand. The trouble with selling a two-seater is that most buyers regard them as "disobligers."

A great deal of the pleasure that comes to the owner of a car is gained by giving friends a ride. There is of course the "dicky" at the back of a "two-seater," but it is not very comfortable for a long ride. Ladies do not seem to like such seats—it is that they think their clothes will be spoilt or it is that they appear too conspicuous in a "dicky" seat!

A TRIAL RUN.

A few days ago a party of us went out to Fanling in a so-called "two-seater." Three of us were quite comfortable in the front seat. The driver was in no way inconvenienced. In addition two sat in the "dicky" seats and thoroughly enjoyed the ride.

Amongst Chinese the popular size seems to be the seven-seater and it is amazing how many people are to be seen crowded into a seven-seater car, doing a "joy ride" round the island. No wonder there is fairly rapid depreciation.

A very high grade car was purchased in Hong Kong and it had a breakdown. The piston fractured. The metal that had fractured was a perfect piece of material. There is no need to discuss the design—the name of the make of the car was a guarantee that there was no fault in design. The only possible cause of the fracture was overloading. One good thing about a "two-seater" is that it is not likely to be overloaded.

CLEAN AIR AND PISTONS.

A controversy concerning the efficiency of air filters still continues. The unbelievers say that the so-called "filter" do not keep out the dust and grit. In Hong Kong experience makes at least one motorist favour the idea of an air filter. He has fitted one to his car and he is decidedly under the impression that it is an improvement.

LIGHT PISTONS.

In a recent contribution which has some bearing on this subject a well-known French expert deals with the problem of engine pistons.

It is the experience of some car owners who use very quick-revolution engines that if they wish to keep high compression in the engine cylinder it is essential to change the pistons every 20,000 miles. The reason given is that dirty air helps the

wear and tear of pistons. It is impossible to maintain high compression with a badly worn piston. The French expert, Henri Petit, says: "The question of pistons is one that pre-occupies our designers of petrol engines at the present time, and I assert that the inventor who will present us with a perfect piston is assured of a magnificent fortune. Unhappily, this perfect piston is still in the domain of the future." It has been suggested that a change may be made in the shape of the honnet of cars so as to reduce the amount of dust that finds its way into the mechanism beneath the bonnet. The trouble is that road dust has a way of penetrating into any nook and crevice.

GOOD CONSUMPTION.

The engines that turn at 3,000 r.p.m. and more demand really good compression. With that they give a splendid fuel consumption. The figure of 35 miles per gallon is one that is often guaranteed. When the car does not attain half the speed possible on top gear of course the number of revolutions per minute of the engine is less than 1,500. Under such conditions there is nothing like the wear and tear of pistons and cylinders that there is when the car is running at the highest speed that is possible.

Aluminium alloy pistons are now used by a number of makers. What designers are asking the metal experts to produce is a light aluminium alloy that will give them a piston capable of running 100,000 miles without deformation.

THE GREAT PRIZES.

There is still romance in the motoring world. At this time of year many people in Hong Kong are thinking of "luck" in connection with the big sweeps at the annual races. Two Hong Kong men—MacDonald of the Tramway Co. and Major Harding of the R.A.M.C.—won big sweep prizes while resident here. In both cases the prizes were something of the order of £20,000.

WHAT IS GENIUS?

Similarly there have been some big prizes in the realm of invention. Welsbach is said to have sold the patents of the Welsbach gas mantle for a sum of a million pounds sterling. Hadfield has made immense sums of money out of the new steel alloys of which he discovered the secret. Possibly the biggest single invention in connection with the motor-car is the pneumatic tyre with which the name of Dunlop is always

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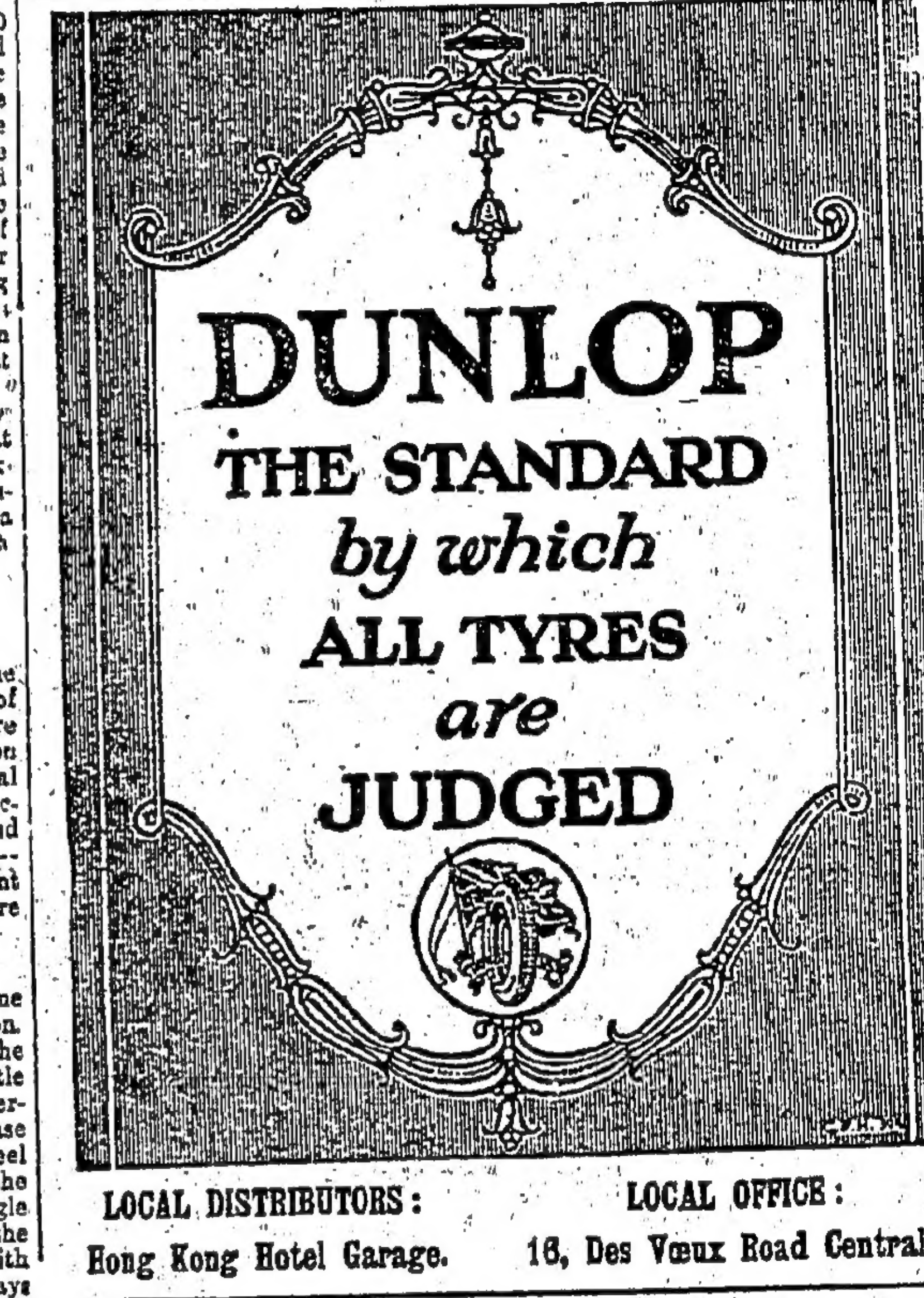
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associated. Daimler evolved the carburettor that made motoring possible. The invention of electric ignition was a great step forward. It is, perhaps, curious that there is no one name fixed to the motor-car as there is the name of Marconi fixed to wireless telegraphy. In actual fact Marconi did not do the pioneer work in wireless. He commercialised the work of such men as Bransly, the Frenchman, and Oliver Lodge, Professor of Physics at Liverpool, England.

Those who know these men say that Marconi has not the genius of the other two. Possibly it would be more accurate to say that he has not the same type of genius. We speak of "financial genius" but it usually happens that men who are blessed with financial genius have a limited outlook in other ways.

GREAT REWARDS.

To-day the world of motoring offers great rewards to inventors. Thousands of engineers are making experiments in the hope of evolving a petrol driven turbine. In theory such a machine is quite practicable, but the difficulty is that the terrific heat and high temperatures resulting from combustion of petrol vapour and air melt any known materials. There are many other inventors at work on other problems connected with cars. A light and efficient electric storage battery is one.



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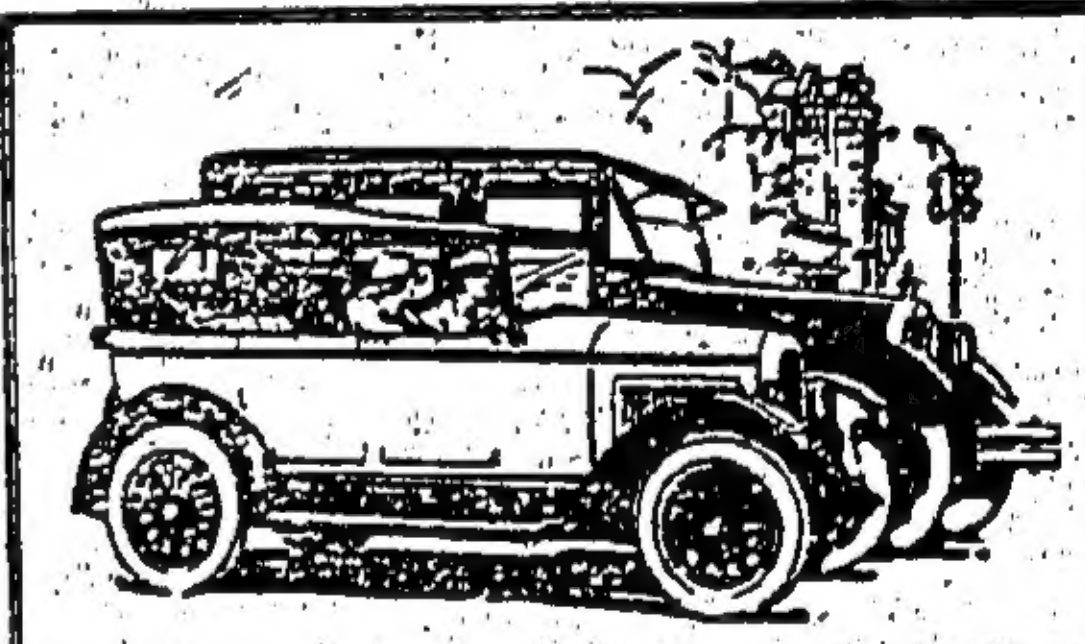
This car also offers remarkable economies in operation and maintenance—35 miles on an Imperial gallon of petrol, 1,000 miles on a gallon of oil.

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It has high re-sale value which reduces its cost per year to the purchaser.

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The Whippet is only 5 feet 9 inches high, yet has remarkable head room and leg room.

and blue prints—but in terms of performance, comfort, economy and re-sale value.

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See the Whippet. Ride in it. Drive it. Compare its specifications and performance with other cars. Figure initial cost—plus upkeep—minus re-sale value and you will be convinced that the Whippet is the least expensive in the long run.

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WUHAN, CHENGTOO	"RUPEH"	On 16th Feb.	4 p.m.
SHANGHAI, TSINGTAO	"KIUKANG"	On 17th Feb.	4 p.m.
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 17th Feb.	6 a.m.
BANGKOK	"OHENHUA"	On 18th Feb.	6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"KIANGSU"	On 20th Feb.	Noon
AMOI & SHANGHAI	"SZECHUEN"	On 22nd Feb.	6 a.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 23rd Feb.	8 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"SINKIANG"	On 24th Feb.	Noon
HOIHOW & HAIPHONG	"TEAN"	On 24th Feb.	Noon
SHANGHAI	"SUNNING"	On 25th Feb.	6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"YINGCHOW"	On 27th Feb.	Noon

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"PRILEUS"	Via Suez Canal	25th February.
"CHRYSEIS"	Via Suez Canal	5th March.
"ARCTURUS"	Via Suez Canal	25th March.
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Shipping News

Arrivals and Departures, Passengers, etc.

ARRIVALS.

February 14th.
Adriatic, British str., 4,000 tons, Capt. E. Taylor, from Liverpool via Singapore. The latter port she left on February 9th, with a general cargo, lying at Holt's Wharf—B. & S.
Kinman Maru, Japanese str., 1,007 tons, Capt. K. Sakurai, from Dairen and Swatow, with a cargo of cement, lying at buoy No. A23—O.S.K.
Fuante, Chinese str., 1,001 tons, Capt. J. Freymann, from Saigon, which port she left on February 8th, with rice and meal, lying at buoy No. E47—Yuen Shing Fat.
Yuan Jeng, Chinese str., 908 tons, Capt. J. Miller, from Saigon, which port she left on February 8th, with rice and meal, lying at buoy No. C13—Yuen Shing Fat.
 February 15th.
Derwanger, German str., 1,047 tons, Capt. John Ernst, from Quinhon, with rice and general cargo, lying at buoy No. C33—Cheong Yee S.S. Co.
Hupei, British str., 1,205 tons, Capt. J. D. Whyte, from Canton, with a nil entry, lying at buoy No. C34—B. & S.
Kuanyuan, British str., 1,548 tons, Capt. Thos. Johnstone, from Bangkok and Swatow, with a general cargo, lying at buoy No. B13—B. & S.
Kronos, Norwegian str., 1,519 tons, Capt. O. Monson, from Saigon, which port she left on February 8th, with rice and general cargo, lying at buoy No. C13—Wallem & Co.
President McKinley, American str., Capt. A. O. Rust, from Manila, which port she left on February 13th, with a general cargo, lying at Kowloon Wharf—A.M.L.
Sphinx, French str., 15,095 tons, Capt. Le Man, from Yokohama, Kobe and Shanghai. The latter mentioned port she left on Feb. 12th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.
Sun Yang, British str., 1,504 tons, Capt. P. R. Pearsall, from Canton, lying at buoy No. B9—B. & S.
Tjibben, Dutch str., 6,730 tons, Capt. F. P. Schattenburg, from Batavia and Milka. The latter port she left on February 10th, with general cargo and cement, lying at buoy No. A4—J.C.V.L.

February 15th.
Fooshing, for Swatow.
Empress of Russia, for Shanghai.
Hupei, for Swatow.
Hupei, for Weihaiwei.
Indo Maru, for Singapore.
Kalpan, for Bangkok.
Menado Maru, for Canton.
Relikon, for Bangkok.
Sphinx, for Saigon.
Sui Yang, for Amoy.
Taiwan Maru, for Swatow.
Tak Hing, for Amoy.
Tjmanoch, for Amoy.

PASSENGERS.
ARRIVALS.
 Per a.s. *President McKinley*, from Manila, on February 15th: For Hong Kong: Mr. A. H. Bishop, Mr. P. Chichar, Mr. and Mrs. Murray Cook, Mr. Armand Ditesheim, Mr. J. Fayant, Mr. F. Feudor, Mr. Epitacio Feliciano, Mr. and Mrs. E. K. Henderson, Mr. and Mrs. Stanley High, Mr. Jose Rabascoll, and Mr. Boris Sidline. Among passengers passing through on their way to Shanghai were: Mrs. M. E. Becker, Master C. W. Becker, Mrs. S. P. Budd, Miss S. C. Doigino, Mrs. J. B. Dow, Mrs. W. L. Harding, Mrs. J. F. Howare, Mrs. J. W. MacKerracher, Miss M. M. MacKerracher, Mrs. J. H. McDonald, Master James H. McDonald, Miss F. Purdy, Mrs. E. L. Russell, Mrs. B. Salzman, Miss F. Salzman, Mrs. J. E. Stamper, Mr. and Mrs. E. V. Hoof, Mrs. E. Waller, Miss E. L. Welsh, Bishop and Mrs. H. Welsh, and Mrs. H. J. Zern. For Kobe: Mrs. G. M. Dean and Mrs. A. M. Eames. For Yokohama: Mr. B. H. Lydon. For Seattle: Mrs. C. W. Ewald, Master J. B. Ewald, Miss F. W. Ewald, Mr. Juan Lanting, Mr. H. Lind, Mrs. B. Loupitz, Mr. Jacob J. Meikus, Mr. Arsenio Mendoza, Mr. Antonio Moreno, Mrs. V. L. Vann, Miss V. M. Vann, Lieut. Comm. and Mrs. E. M. Woodson, Miss M. F. Woodson, and Master W. H. Woodson.

DEPARTURES.
 Per a.s. *Change*, on February 16th, for Australia and Port: Mr. Yerrce, Mrs. M. Craig, Miss Craig, Mr. and Mrs. G. Bauche, Mr. R. T. Tilley, Col. P. Vichai, Miss L. E. Winder, Major-Gen. P. Warming, Mr. R. Winder, Mr. A. Singian, Miss B. M. Brunt, Mrs. J. H. Lamb, Master D. W. Lamb, Mrs. P. S. Singian, Miss L. Singian, Miss P. Singian, Miss V. Singian, Miss M. S. Laing, Miss A. M. Berliner, Mr. Bamber, Miss R. Bachelor, Mr. R. Park, Miss D. Park, Master J. Park, Miss B. Park, Mr. and Mrs. J. H. Johns, Mr. R. P. Neal, Mr. C. N. Flood, Miss M. E. Strahan, and Mrs. M. M. Keith.

IN TOUCH.

The following ships were expected to be in wireless communication with Hong Kong yesterday:—
Hai Hong, *Kiungchow*, *Helios*, *Parthos*, *Kashun Maru*, *Menado Maru*, *Chonan*, *Franken*, *Seale*, *Mongolia*, *Tango Maru*, *Sphinx*, *Kalpan*, *Ho Sang*.

The river steamer *Kueng Fook* Cheong ran short of coal when off Tongkin on Sunday, and was compelled to anchor until assistance was sent from Hong Kong.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Feb. 15th.	Previous Day	On Date	On Date
at 2 p.m.	at 6 a.m.	at 1 p.m.	at 4 p.m.
Barometer... 29.55	29.56	29.56	29.56
Temperature... 65	63	66	66
Humidity... 81	91	81	81
Wind... ESE	E	E	E
Direction... S	S	S	S
Force... 0	0	0	0
Rain... 0.02	0.00	0.00	0.00
Highest open-air Temperature, 14th: 65			
Lowest open-air Temperature, 15th: 63			
B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.			
H.M. Royal Fleet Auxiliary <i>Bengal</i> has returned to Hong Kong from North.			

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JEFFERSON ... Tuesday, Mar. 1st, 10.00 a.m.

PRESIDENT GRANT ... Tuesday, Mar. 15th, 10.00 a.m.

PRESIDENT MADISON ... Tuesday, Mar. 22nd, 10.00 a.m.

PRESIDENT JACKSON ... Tuesday, Apr. 12th, 10.00 a.m.

PRESIDENT McKINLEY ... Tuesday, Apr. 25th, 10.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
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Feb. 16 Seattle Cedric Mar. 12 Liverpool Mar. 20
 Mar. 1 San Francisco Majestic Apr. 20 C'burg-S'hampta Apr. 8
 Mar. 8 Seattle Pres. Roosevelt Apr. 20 C'burg-S'hampta Apr. 13
 Mar. 15 San Francisco Olympia Apr. 20 C'burg-S'hampta Apr. 22
 Mar. 22 Seattle Geo. Washington Apr. 20 C'burg-S'hampta Apr. 27
 Apr. 6 San Francisco Homerie Apr. 30 C'burg-S'hampta May 6
 Apr. 13 Seattle Leviathan Apr. 30 C'burg-S'hampta May 17
 Apr. 20 San Francisco Aquidiana May 11 C'burg-S'hampta May 17
 Apr. 27 Seattle Majestic May 14 C'burg-S'hampta May 20

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT McKINLEY ... Wednesday, Feb. 16th, 5.00 p.m.

PRESIDENT LINCOLN ... Wednesday, Mar. 9th, 10.00 a.m.

PRESIDENT CLEVELAND ... Wednesday, Mar. 23rd, 10.00 a.m.

PRESIDENT FLECK ... Wednesday, Apr. 6th, 10.00 a.m.

PRESIDENT TAFT ... Wednesday, Apr. 20th, 10.00 a.m.

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT WILSON ... Tuesday, Mar. 1st, 6.00 a.m.

PRESIDENT VAN BUREN ... Tuesday, Mar. 15th, 6.00 a.m.

PRESIDENT HAYES ... Tuesday, Mar. 29th, 6.00 a.m.

PRESIDENT POLK ... Tuesday, Apr. 12th, 6.00 a.m.

PRESIDENT ADAMS ... Tuesday, Apr. 25th, 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JEFFERSON ... Feb. 21st, 6.00 p.m.

PRESIDENT WILSON ... Mar. 1st, 6.00 a.m.

PRESIDENT LINCOLN ... Mar. 1st, 6.00 a.m.

PRESIDENT GRANT ... Mar. 7th, 6.00 p.m.

PRESIDENT VAN BUREN ... Mar. 15th, 6.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, (GROUND FLOOR).

Telephone: Central 2477, 2478 & 796.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

OSAKA via AMOI, MOJI & KOBE	"LAISANG"	Thursday, 17th Feb., at 7 a.m.
MANDAKAN	"HINSANG"	Thursday, 17th Feb., at Noon
STRAITS & CALCUTTA	"SUISANG"	Thursday, 17th Feb., at 3 p.m.
HAIPHONG	"MINGSANG"	Saturday, 19th Feb., at 10 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 19th Feb., at 3 p.m.
OSAKA via SHANGHAI, MOJI & KOBE	"HOSANG"	Sunday, 20th Feb., at 7 a.m.
TIENTSIN via SWATOW	"CHIPSANG"	Sunday, 20th Feb., at 7 a.m.
SHAI & CHEFOO	"TINGSANG"	Sunday, 20th Feb., at 7 a.m.
CANTON	"HOPSANG"	Thursday, 24th Feb., at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"HOPSANG"	Sunday, 27th Feb., at 7 a.m.
TIENTSIN	"CHEONGSHANG"	Thursday, 3rd Mar., at Noon
MANDAKAN	"MAUSANG"	Saturday, 5th Mar., at 1 p.m.
OSAKA via MOJI YOKO & HAMA & KOBE	"KUMSANG"	Tuesday, 15th Mar., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER"	... (via Oran) ...	22nd February.
Motor Vessel "GLENAGLE"	...	3rd March.
Motor Vessel "GLENAGLE"	...	9th March.
Motor Vessel "GLENAGLE"	...	6th April.
Motor Vessel "GLENAGLE"	...	4th May.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAGLE"	(Via Koshing)	Due Hong Kong.
Motor Vessel "GLENAGLE"	...	A.M., 19th February.
Motor Vessel "GLENAGLE"	...	3rd March.
Motor Vessel "GLENAGLE"	...	20th March.
Steamship "GARMARTHENSHIRE"	...	31st March.
Motor Vessel "GLENAGLE"	...	14th April.

For Freight, Passage and further Particulars, apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £36. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "REMO"	From Hong Kong.
M.V. "ESQUILINO"	Sails on or about 3rd March.
M.V. "VENEZIA"	Sails on or about 31st March.
S.S. "VENEZIA"	Sails on or about 23rd April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE"	From Hong Kong.
M.V. "REMO"	Sails on or about 10th March.
M.V. "REMO"	Sails on or about 5th April.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	Sails from Calcutta End of Feb.
S.S. "UMZUMBI"	Sails from Calcutta 31st March.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST-PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN (Occupying 5 to 7 Days)

HAIOHONG	... Friday, 18th February, at 1 p.m.
HAINING	... Tuesday, 22nd February, at 2 p.m.
HAIOHONG	... Friday, 25th February, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

Steamship	H. Kong	Shal	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	Feb. 18	Feb. 19	Feb. 23	Mar. 18	Mar. 8
EMPEROR OF CANADA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF RUSSIA	Mar. 20	Mar. 23	Mar. 27	Apr. 8	Apr. 17
EMPEROR OF CANADA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF RUSSIA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF CANADA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF RUSSIA	July 11	July 14	July 17	July 20	July 29

(E/Asia and E/Europe call at Nagasaki, the day after departure from Shanghai).

CONNECTING SAILINGS TO LIVERPOOL.

Steamship	Month	Day	Destination
MONTCALM	March	19	MINNEAPOLIS
MONTROSE	April	9	MONTREAL
MONTLORE	April	23	MONTROSE

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE

£120 £112 £83

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Feb. 27	Mar. 1	Mar. 3	Mar. 8

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GAOANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SEIKYO MARU	... Tuesday, 22nd Feb., at Noon
SIBERIA MARU (calls Keelung)	... Sunday, 6th March, at 10 a.m.
TAIYO MARU	... Tuesday, 24th March

* Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU	... Saturday, 26th Feb., at Noon
ANYO MARU	... Tuesday, 3rd May, at Noon

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

HAKUSAN MARU	... Saturday, 26th Feb., at 11 a.m.
KITANO MARU	... Saturday, 12th March, at 11 a.m.
HARUNA MARU	... Saturday, 26th March

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU	... Wednesday, 23rd Feb., at 11 a.m.
TANGO MARU	... Wednesday, 23rd March

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU	... Monday, 21st Feb.
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LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOHASHI MARU	... Friday, 11th March
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BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU	... Wednesday, 23rd March
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BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU	... Monday, 21st Feb.
TOKUSHIMA MARU	... Monday, 28th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU	... Friday, 18th Feb.
MUBORAN MARU	... Wednesday, 2nd March

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	... Friday, 19th Feb.
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SHANGHAI, KOBE & YOKOHAMA.

GENOA MARU	... Friday, 18th Feb.
CEYLON MARU	... Monday, 21st Feb.
KAMO MARU	... Tuesday, 22nd Feb.
MALACCA MARU	... Saturday, 26th Feb.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.). [7]

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI & JAPAN

S.S. "SAARLAND"	... due here on or about the 14th March
S.S. "HESSEN"	... due here on or about the 12th April

SAILINGS FOR EUROPE VIA SINGAPORE, COLOMBO AND PORT SAID

M.V. "MUNSTERLAND"	... sailing from here on or about the 5th March
S.S. "OLDENBURG"	... sailing from here on or about the 20th March
S.S. "SAARLAND"	... sailing from here on or about the 15th April

* Vessel calling at Genoa, Marseilles, Rotterdam and Hamburg.

† Vessel calling at Genoa, Rotterdam and Hamburg.

Sailing Dates subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

Shipping News Daily Statement, Shipping Notes, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS DOWN.

THROUGH CARGOES NORMAL.

The freight returns for the 24 hours ended at 9 a.m. yesterday showed that local imports of general merchandise had considerably decreased and that general cargoes carried for ports beyond were normal.

The Colony's imports amounted to 5,460 tons, of which only 1,600 tons were unloaded from British steamers. The best returns were 5,320 tons from the Yuen Lee (Chinese) which came into port from Saigon, and 1,061 tons from the British steamer *Lai Sang*, arriving from Calcutta and Singapore.

Cargoes for ports beyond Hong Kong amounted to 15,567 tons, of which 7,371 tons were carried on British steamers. The *s.s. Tjibear* (Dutch) arriving from Batavia and Milke manifested 8,111 tons and the British steamer *Adriatic* carried 1,930 tons from Liverpool and Singapore.

During the period under review there were 12 arrivals and 10 departures. Their nationalities were: British, 4 arrivals and 4 departures; Japanese, 1 arrival and 2 departures; Norwegian, 1 arrival and 1 departure; Chinese, 3 arrivals and 1 departure; Dutch, 1 arrival; American, 2 arrivals and 2 departures.

Vessels in port totalled 70, of which, 31 were British.

SHIPPING NOTES.

The *s.s. Kingman*, arriving here from Bangkok and Swatow, reports the death of one deck passenger from natural causes.

Two unemployed coolies, who were found on board the *Empress of Scotland* without permission, were each fined \$15, or fourteen days, by Lieut. Comdr. G. F. Hole, at the Marine Court yesterday morning.

The B.I. *s.s. Talma* is to leave Amoy on Saturday and is due here on Sunday.

In a notice to mariners, the Tsingtao Customs Authorities state that the Yunisun Fog Horn located in Lat. 36° 2' 49" N. Long. 120° 18' 58" E. is now out of commission, and that the sounding of the Fog Horn will be temporarily suspended until further notice.

The master of the *s.s. Lai Sang*, which came into the harbour yesterday, reports the death, en route, from natural causes, of a Chinese deck passenger.

The Commander of the Naval Dockyard in a notice to the Harbour Office states that a temporary telephone cable has been laid between the Naval Yard and No. 6 Admiralty Buoy.

The m.v. *Oakworth* (British) arriving here yesterday from San Pedro discharged 7,500 tons of sugar for local consumption.

The *s.s. Dampito* (Norwegian) which came into port yesterday brought 3,700 tons of rice for local discharge.

(Continued on next column.)

SHIPPING MOVEMENT.

The B.I. and Apear Line *s.s. Talma* will leave Amoy for this port on the 19th inst., and is due here on the 20th inst.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6 p.m., stated:—

An anti-cyclone appears to be forming over N. China. The typhoon is N. of Yap moving northward.

Local forecast: E. or N.E. winds, moderate, freshening overcast, some drizzle or mist.

Arriving here from Saigon yesterday the Chinese vessel *Yuen Lee* brought into the Colony 1,700 tons of rice and rice-meal.

The total number of deck passengers entering Hong Kong during the 24 hours ended at 9 a.m. yesterday was 393.

The *s.s. President McKinley* arriving here yesterday from Manila brought 15 Cabin passengers for Hong Kong. The liner will sail for the North to-day at 5 p.m.

The Colonial Secretary's notification of February 10th, 1927, regarding quarantine restrictions imposed against arrivals from Vladivostok on account of plague should read "on account of small-pox."

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (CARGO BOATS).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
1/2 "D. P. BENOIT" ... 23rd February.
1/2 "CAPT. FAURE" ... 15th April.

1/2 "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAYRE about the 21st February.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ANGKOR	... 14th Jan.	16th Feb.	1st Mar.
POETHOS	... 25th Jan.	2nd Mar.	16th Mar.
PAUL LECAT	... 11th Feb.	18th Mar.	30th Mar.
G. METZINGER	... 25th Feb.	30th Mar.	12th April
AMAZONE	... 11th Mar.	12th April	26th April
CHENONCRAUX	... 11th Mar.	12th April	10th May

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class—£ 99. 0d. od. | B Class (1st Class)—£ 85. 0d. od.
STRAWERS (2nd Cl.)—£ 70. 0d. od. | STRAWERS (2nd Cl.)—£ 61. 0d. od.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.

Telephone: Central 740. 8, QUINCE'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION. [2]

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

Passenger Service

S.S. "CITY OF CALCUTTA" ... Marseilles; London; Havre & Hamburg ... 15th March.

FARES: First Class to MARSEILLES £68; to LONDON £72.

Second Class to MARSEILLES £47; to LONDON £49 10s.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BRISTOL" ... via Suez Canal ... 8th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

M.V. "LABORHANK" ... via Suez Canal ... 24th March.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilimanjaro, Port Natal, London Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, SUEZ, ADEN, SOYOT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	18th Feb. 4 p.m.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,144	19th Feb. Noon	Marseilles, London & Antwerp.
"MANTUA"	10,980	30th April	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	12th March	Marseilles and London.
"NAGPORE"	8,283	14th March	S'pore, Penang, Colombo & B'way.
"NYANZA"	7,023	16th March	Marseilles, London & Antwerp.
"MONGOLIA"	16,504	19th March	Marseilles, London & Antwerp.
"MACEDONIA"	11,128	2nd April	Marseilles, London & Antwerp.
"KHYBER"	9,114	9th April	Marseilles, London & Antwerp.
"DEVANHA"	8,155	18th April	Marseilles, London & Antwerp.
"DELTA"	8,097	27th April	S'pore, Penang, Colombo & B'way.
"MALWA"	10,980	30th April	Marseilles and London.
"NELLORE"	8,283	11th May	S'pore, Penang, Colombo & B'way.
"KRIVA"	9,138	14th May	Marseilles, London & Antwerp.
"NYANZA"	7,023	25th May	S'pore, Penang, Colombo & B'way.
"MOOREA"	10,953	28th May	Marseilles and London.
"KASHMIR"	9,005	11th June	Marseilles, London & Antwerp.
"MANTUA"	10,980	25th June	Marseilles and London.
"KALYAN"	9,144	9th July	Marseilles, London & Antwerp.
"MACEDONIA"	11,128	23rd July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	21st Feb.	Singapore, Penang and Calcutta
"SIBERIA"	7,841	4th March	do.
"GAMBHIRA"	8,257	18th March	do.
"TAKADA"	6,949	24th March	do.
"TALAMBA"	6,010	31st March	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,254	4th Mar.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st April	do.
"ARAFURA"	6,000	29th April	do.
"TANDA"	6,254	1st May	do.
"ST. ALBANS"	4,500	1st July	do.
"ARAFURA"	6,000	29th July	do.

* Calls at Kolanagan.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu, Kolambagan, Tawao, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"MONGOLIA"	16,504	18th Feb. 6 a.m.	Shanghai and Kobe.
"NYANZA"	7,023	19th Feb. Noon	Shanghai, Moji and Kobe.
"GAMBHIRA"	8,257	25th Feb.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,128	30th March	Shanghai, Moji and Kobe.
"TAKADA"	6,949	6th March	Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"KHYBER"	9,114	11th March	Shanghai, Moji and Kobe.
"TALAMBA"	6,010	12th March	Kobe.
"DEVANHA"	8,155	18th March	Shanghai, Moji and Kobe.
"LAHORE"	5,253	27th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	29th April	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	8,283	15th April	Shanghai, Moji and Kobe.
"KRIVA"	9,138	15th April	Shanghai, Moji and Kobe.
"NYANZA"	7,023	23rd April	Shanghai, Moji and Kobe.
"MOOREA"	10,953	28th April	Shanghai, Moji and Kobe.
"TANDA"	6,254	8th May	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

